

Special Features This Issue
"Boston Antique & Classic Boat Festival",
"Rough Day at the Lawley Yard" - "Pil-Pel Again",

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messing about in **BOATS**

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messing about in BOATS

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Commentary...

Bob Hicks, Editor



From time to time we run on the "You write to us..." pages a section headed "This Magazine..." in which your letters commenting on what you are getting from us appear. Most of the letters we choose to publish present their writer's viewpoint on the magazine's content, and occasionally the manner in which it gets (or doesn't get) to them. Sometimes we publish letters of praise, but we refrain from overdoing the congratulatory messages. We get a lot of them, thank you, mostly as notes on renewals.

A recent note from reader John Callahan said, in part, "As an avid reader I devour magazines and books. Most of the "literature" of water sports bore me stiff. Predictable, slick, expensive, it doesn't seem to matter if it is called "adventure travel" or "how to". But you just don't know what to expect from an issue of *MAIB*. What you've done is return a sense of serendipity to readers who discover other people doing curious intriguing things. I just love it."

Nice note. Thank you John. I offer it here as an introduction for my wish to emphasize again that what I have done is provide a medium in which so many of you can tell each other all about those curious intriguing things you are doing. I assemble an issue from a wonderful array of reader submitted articles, and there are a lot of them, articles, and readers who submit them. I did an inventory of the year 2000 for a bit of statistical analysis.

In the 24 issues in 2000, we published 348 articles (not including many more letters that made it onto the "You write to us..." pages) from 198 writers. Many wrote more than one article, these numbers are in the () after their names. Pretty big numbers, lots of variety, so many viewpoints. That's why John said "...you just don't know what to expect from an issue..." I broke the variety up into several categories just for fun, and here they are:

Activities & Events: 38 reports of organized events or gatherings of small boat people at play from these 28 writers:

Antique Boat Museum
Ned Asplundh
James Broten
Sharon Brown (3)
Connecticut River Museum
Tony Davis
Barry Donahue
Anne Ferguson
Mary Nell Hawk
Bob Hicks (6)
Ron Hoddinott
Hugh Horton
John Kohnen
Jim Lacey
Paul Lubarski
Gerald MacQuinn
John Marotzke

Fred Menzies
Tim O'Brien
Roger Rodibaugh
Eric Russell
Lawrence Ruttman (3)
Scuzzbums (2)
Bob Simmons
Henry Szostek
Springfield Yacht Club
Jim Thayer
Whaling City Rowing Club

Adventures & Experiences: 85 Stories about their personal adventures and experiences messing about in boats from these 46 writers.

Steve Anderson
Capt. Freddie B.
Conbert Benneck
Richard Ellers
Jeff Douthwaite (5)
Joel Flather
John Gignilliat (2)
Alan Glos
Greg Grundtsich
Rudy Haase
Howard Richmond Hannold
Kevin Harding
Dick Harrington (4)
George Hilliker
Jack Hornung (4)
Beth Howard
Dick Newick
Foster Nostrand
Tim O'Brien (3)

Driftwood Dan Osterley
Jeff Potter
John Powell
Rags Ragsdale
Robert Reddington (2)
Johnny Robinson
Roger Rodibaugh
Robert Rogers
Jim Salmon
Brian Salzano (3)
Admiral Elio Sandroni
Nancy Sanford
Frank San Miguel
Tom Shaw
Jason Spinnett (2)
Scott Stokes (2)
Jim Thayer (3)
Philip Thiel (2)
Bob Treat
E.A. Tucker
Steve Turi (11)
Derek Van Loan
Robb White (5)
Richard Winslow III
Harold Wolfsen
Bill Zeitler (2)
Reinhard Zollitsch (4)

Boatshop News: 5 reports about what they are doing from these 5 boatshops. We'd

Looking Ahead...

Greg Grundtsich reports on "The Great Lakes Wooden Sailboat Regatta & Rendezvous"; and Steve Axon looks in on the "Bahamas Family Island Regatta".

Reinhard Zollitsch begins a short series on another paddling adventure, "Around Prince Edward Island by Sea Canoe"; Merv Taylor tells us about "The Launching of Osprey", and Robb White continues on his "Po Boy Bahama Trip".

Russ Meade explains "March Madness"; and I have a photo essay on "The Launching of Dan's Tri".

Jim Meeks describes "Boats That are Fun to Mess About In"; Jim Betts introduces his minimum outboard design, "Po White Trash"; and Phil Bolger & Friends have something, certainly, but what?

Robb White describes "My Favorite Power Tool"; Jason Spinnett explains "My Self-Reversing Yuloh"; Jeremy Eisler goes "Back to the Future" for a unique rowing concept; and Jack Dice details his "\$10 - 10 Minute Steam Box".

On the Cover...

The 38' motor yacht *Chautauqua*, built by Lawley in 1926, was just one of the classic old boats to be seen at the Boston Antique & Classic Boat Festival last Labor Day weekend. Hugh Ware brings us many more photos and comments from the event in this issue.

like to have more but the builders don't take me up on my invitation, they must be just too busy building boats.

Arey's Pond Boat Yard
Harold Burnham Boatbuilder
Lowell's Boat Shop
Old Wharf Dory Co.
Wooden Canoe Shop

Designs: 104 articles from these 44 writers, some the designers, some the owners/builders/users, some just speculating on their research.

Kilburn Adams
Kim Apel (2)
Bruce Armstrong
Jim Betts (2)
Phil Bolger (24)
Randall Brubaker
Tony Burch
Edward Brown
Cal-Tek (Dan Sheehan)
Campanoe (Scott Stokes)
Luc Casner
Richard Carsen (21)
Curtis Chambers
Thad Danielson
Arch Davis
Dennis Davis
Antonio Dias
John Erickson
George Fulk
Ben Fuller (2)
Bob Hicks (5)
Erick Holmstrom
Howard Percival Johnson Jr.
Jim Michalak (3)
Platt Monfort
Peter Moore
Nauticraft (Curt Chambers)
Mike O'Brien
Tim O'Brien
Sam Overman
Jim Plourde
Portabote International
Joe Reisner
Scansport
Irwin Schuster
Seth Persson Boatbuilders (2)
Joe Spalding
Robert Sparks
Yves-Merie de Tanton
Philip Thiel (4)
T.N.E. Marine
John Van Vlaanderen
Dave Wellens
Robb White (5)

Gear, Equipment & Materials: 22 reports about boat related stuff we use or might use in our messing about in boats from these 15 writers.

Appropriate Technology Associates

Bill Foden
Dave Gray
Ward Knockemus
Charles Mantis (3)
Foster Nostrand
Craig O'Donnell (2)
Bill Perkins
Irwin Schuster (2)
Gary Schwarzman
Joe Spalding
Ken Spring
Philip Thiel (2)
Robb White (3)
Chuck Wilson

Models: 5 reports on a neglected topic on our pages from this 1 writer, thank you Mark for your efforts.

Mark Steele (5)

Newsletters: 21 reports taken from their newsletters which they send to us from these 15 organizations, a recent late fall startup section for us.

American Canoe Association
Center for Wooden Boats (3)
Connecticut River TSCA
Duxbury Bay Maritime School (2)
Long Island Maritime Museum
Maine Island Trail Association
Maine's First Ship
Mariners' Museum
Maritime Museum Association of San Diego
North Carolina Maritime Museum (3)
Small Wooden Boat Association of Nova Scotia (2)
Steamship Historical Society
U.S.S. Constitution Model Shipwrights' Guild
Wee Lassie
Wisconsin Lake Schooner Education Association

Organizations: 5 reports about their purposes, goals and plans from these 5 organizations. This is another category that needs more attention.

Bayfront Center for Maritime Studies
Lake Champlain Maritime Museum
Philadelphia Wooden Boat Factory
Project Liberty Ship
TSCA - Ben Fuller

Projects: 24 reports about what they are designing, building, or restoring from these 20 writers. Surely there are many, many more than this underway.

Antique Boat Museum
Jim Betts
Bob Brown (2)
Don Cleveland
Robert Ensign
Essex Shipbuilding Museum
Ferry Sloops
George Fulk
Ron Ginger
Greg Grundtisch
Bradford Lytle
Platt Monfort
Mike Moore
Craig O'Donnell
Tom Parker
Joe Spalding
Jason Spinnett
Roy Terwilliger
Robb White (4)
Craig Wilson

Reviews: 18 reviews of books we receive for review or from readers who wish to inform us about from these 11 reviewers.

Norm Benedict (3)
James Broten
Wilfred Bryan
John Hawkinson (2)
Bob Hicks (4)
Jim Lacey (2)
Pike Messenger
Bob Simmons
Mark Steele
Roy Terwilliger
Tamsin Venn

Safety: 21 reports about those potential dangers that our activity may encounter from these 8 writers.

Barry Donahue
Admiral James Loy USCG
Forest L. Phelps
Tom Shaw (14)

Bob & Yari Smithson

John Trussell

Robb White

Reading all these numbers and names not only really drives home how much variety of curious and intriguing information we gather up in a year for you, but also acknowledges all those who have made the contributions which make *MAIB* what it is. Our thanks (yours and mine) to all who make this happen.

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Small Boat SAFETY

Safe Boatbuilding

By Dave Carnell

Chemicals are commonly perceived as a small class of nasty dangerous materials when, in fact, the universe is completely chemical and every event from creation's "big bang" to the thrill a beautiful boat evokes is the result of a chemical reaction

Any human activity has risks and no material we work with is harmless. Building and maintaining boats safely requires knowing the risks and hazards and working with respect, not fear. This is not easy for the amateur or small professional boatbuilder. His shop is dusty and poorly ventilated. He does not have clean, reliable, proper protective equipment and may not use what he has. He uses a whole mix of potentially hazardous materials about which he has little practical, understandable safety information.

Understanding is the important part of reducing risks and hazards. We have to know why we do what we have to for a safe workplace. I have summarized it all in four basic principles of handling hazardous materials. They are:

Protect Your Eyes!
Don't Breathe Them!
Don't Get Them On You!
Don't Eat Them!

Protect Your Eyes: Wear at least safety glasses whenever you handle chemical materials and whenever you work with hand tools or machines. A chemical splash or a fragment thrown by a tool can blind an eye. Please protect your eyes. How would you work without them!

Don't Breathe Them: Don't breathe the vapors (fumes) of materials you are using. Don't breathe dust or smoke. If you smell anything you are working with, you need better ventilation or protective equipment. Pay attention when you first smell something; your nose quickly becomes insensitive to even strong odors and then you may no longer be aware of your exposure.

Ventilation is the best way to prevent exposure. Working outside in a breeze is natural ventilation. It can be excellent, but can also fool you if the breeze bounces off your work and carries fumes back to you.

You start thinking about mechanical ventilation and the first stated requirement is explosion-proof motors. The price of that kind of equipment is higher than the costs of your tools, but there are a lot of inexpensive fans and blowers around whose motors cannot

spark. Box-type window fans and the small centrifugal blowers all use shaded-pole motors, which have the starting winding wired in permanently and no starting switch to make a spark. The "breeze-box" window fans are especially good for small shop ventilation. They are inexpensive, lightweight, move large volumes of air, and can be easily positioned to ventilate most situations.

Try to arrange the fan so that it pulls fresh air past you, over the work, and away from your work area. While designed to run in the vertical position, they operate horizontally as well. Working inside a boat, you can lay the fan over a hatch pointed away from you and the work and pull out the vapors while pulling fresh air in.

There are dangers of fire and explosion with the many flammable solvents and products used in boatbuilding. Before vapor concentrations in your whole shop would reach the flammable limit, you would be unconscious (maybe dead) from the toxic effect. Flammable (explosive) concentrations exist only close to the flammable liquid or in special situations such as dense solvent vapors flowing along a floor to an ignition source like a pilot light or a motor.

Good ventilation reduces the likelihood that flammable vapor concentrations can occur anywhere in your shop. Smoking is out of place in any boatbuilding shop. Before you use propane torches or other open flames make sure all flammable liquids are sealed up out of the way. Consider also that your stationary power tools spark each time you turn them on and many portable power tools are continuous spark producers from the brushes of their motors.

If you must use protective equipment instead of ventilation to breathe clean air, a dust mask is the minimum protection, but a dust cartridge is better. Always wear a dust mask or respirator when sanding or grinding any material; wood, fiberglass, resin, metal. Wear dust protection when handling fine powders. Protection against vapors requires cartridges that chemically absorb the vapors. Be sure the cartridge is the right kind and be sure it is effective. Test effectiveness by putting the respirator on and breathing near a source of the vapors; you should not smell any. If you start the job with a good cartridge, it may become loaded while you are working and your nose may not detect the gradual leakage of vapors. Good ventilation is the best control.

Don't Get Them On You: Keep all solvents, paints, adhesives, sealers, etc. off of your skin. Your hands are most exposed, but you may expose other parts of your body and not realize it, especially by spills on your clothing (including shoes). For most boatbuilding situations, impervious gloves would appear to be the perfect solution, but there are problems with gloves.

Different chemicals require gloves of different materials for best protection. The kind of glove required is hard to pick when so many safety data sheets say to use "appropriate" or "impervious" gloves. Many of you are going to be buying gloves in your drugstore, supermarket, or hardware store. The latex or rubber glove made in Malaysia or some other remote country is reasonable protection against epoxy resins and acetone, but not good with polyester resins, toluene, lacquer thinner, and most paint removers.

Vinyl gloves will protect against epoxy resins, but are poor with most solvents; espe-

cially acetone. Heavier gloves of rubber, neoprene, or nitrile rubber give better protection, but are more difficult to work in and are much more expensive. The thin disposable gloves of polyethylene are resistant to most materials, but are so clumsy and so easily punctured or torn that they are not of much use. Medical examining gloves come both in latex and vinyl; the latex variety offers protection and they are relatively easy to work in, but, for me, the tight fit makes my hands sweat profusely even in cool weather.

All protective equipment should be kept clean, as clean as your underwear. Pulling on dirty protective clothing can give you a head start on trouble. Wash the outsides of dirty gloves thoroughly with warm soap and water before taking them off. At least, don't stick the dirty gloves in your pocket to contaminate your clothing and skin.

If your gloves or hands are dirty when you put the gloves on, or if material is absorbed through the glove, the gloves then aggravate the exposure by keeping the material in close contact with your skin and by increasing the temperature of your skin. All chemical reactions speed up as the temperature rises, including the reactions that cause burns, itching, rashes, or absorption through the skin. If you sweat as I do, it aggravates the whole situation. Look for loose-fitting gloves with a flock lining.

Any time you get a chemical on you, wash it off thoroughly with soap and water. The standard first aid procedure for chemical spills on the body, especially in the eyes, is to flush thoroughly with water for at least 15 minutes (a long time). If you spill something on your clothes, change them. Clean your protective equipment every day. You are probably not going to have a safety shower, but a sink faucet or a garden hose always ready to turn on is an essential piece of safety equipment. If you do not have fresh water, salt water is fine.

Don't Eat Them: Who would eat boatbuilding chemicals? You will, if you do not wash your hands and face thoroughly before that midmorning snack, refreshing cold drink, lunch, or cigarette. The best practice is to not eat or store your food in the work area. Then wash up before you take a break to eat or drink. Chemical plant workers are more concerned about washing their hands before they go to the bathroom than afterwards.

These are the general rules for keeping out of trouble with hazardous chemicals. Let's take a look at specific materials, their hazards, and procedures for using them safely.

Wood Dust: Wood dust is the most commonly encountered chemical hazard in boatbuilding and perhaps the most hazardous. Over 300 varieties of wood have been reported to cause dermatitis. Heartwoods are worse than sapwoods (probably because of the natural poisons they contain, which also make them more resistant to decay). The exposure limit is 5mg/m³ for all woods except western red cedar, which is 2.5mg./m³ (because one in 20 people is allergic to red cedar dust). These are exposures for 8hr. working days. The short time exposure limit is only 10mg./m³. The physiological reason OSHA based the wood dust limit on is avoidance of respiratory effects.

OSHA noted that the International Agency for Research on Cancer classifies furniture manufacturing as a source of "con-

firmed human carcinogen" and carpentry as a source of "suspected human carcinogen" in people, not mice, rats, or guinea pigs. Cancer is caused by long-term exposure to an agent. With wood dust, as with nearly all of the chemicals regulated, OSHA concluded that avoiding exposures that can cause immediate acute effects will also protect against cancer over the long term.

How much dust is that? In a 20' by 20' by 10' high shop, a half teaspoon of fine wood dust distributed uniformly in the air would be a concentration of 5mg./m³, that is not much and is the reason you should always wear dust protection when sanding.

Lauan mahogany dust may be a bad actor, too. Dynamite Payson wrote me of his allergy to it, "I just can't breathe any of the dust without half choking." A friend of mine broke out in a rash all over his body with an accompanying fever after sanding a mold plug made of lauan.

There is no limit set on fiberglass dust, not because it is harmless, but because quantitative information needed to set limits is not available. All dusts are probably harmful and should be kept out of your lungs. In addition to its own effects, tobacco smoking aggravates the effects of some dusts, including coal dust, asbestos and radon decomposition particles.

Styrene: OSHA set the average 8-hr. exposure limit for styrene at 50ppm (parts per million) to avoid narcotic effects. They set the short term exposure limit at 100ppm to prevent eye and upper respiratory irritation. Styrene's strong odor is detectable down to 0.1ppm if you have just come in from breathing fresh air. Although styrene is a possible human carcinogen, the limit set to avoid narcotic effects is more stringent than to avoid cancer based on currently available data. Polyester resins may contain 35% styrene.

Epoxy Resins: Most epoxy resins have no vapor problems. The hazard is possible sensitization by the hardeners from excessive skin contact. If you work cleanly with epoxy resins you should have no problems. If you become sensitized, which may cause rashes, dermatitis, or allergy reactions, by overexposure of your skin by careless and sloppy use, it is likely not to reverse and you may not be able to go back to using epoxies. Sensitization susceptibility varies greatly among people, but is not common. In general, the less hardener required in a recipe, the more likely it is to cause sensitization; that is, 10/1 mixes are most potent; 1/1, least.

I strongly prefer epoxy resins to styrene-containing polyester resins because the hazards of working with them are less and are much more easily manageable. In addition, they are superior engineering materials with respect to adhesion, reliability of curing, and compatibility with other materials, such as foams, in boatbuilding.

Sodium Hydroxide: Also known as lye or caustic soda, it is one of the most hazardous industrial chemicals. You may find it in teak cleaners, bleaches, or some paint removers. While most chemicals can be easily washed off with copious amounts of water, sodium hydroxide reacts rapidly with organic materials such as skin, flesh, and eyes. It causes them to gel and is absorbed into them so that it is extremely difficult to wash out. All the while it continues to burn. I, and others I know, have been drenched with concentrated acids and washed them off in safety

showers without injury. The victims I know of caustic spills are badly disfigured or dead.

Handle with extreme caution and wear the best eye protection you have.

Toluene: Toluene is a solvent widely used in paints, thinners, paint removers, and other solvent-based materials boatbuilders use. The 8hr. average limit for exposure is set at 100ppm in air, with the short-term limit only slightly higher at 150ppm. Avoidance of narcotic effects is the reason for the limit, with concern to avoid even brief exposure to high concentrations. Like most solvents, toluene defats the skin and makes it sensitive to dermatitis. For gloves, only Buna-N and nitrile rubber are reasonably impervious to toluene.

Acetone: Acetone is commonly used for cleaning up. Don't use it if you value your skin. It defats the skin and is absorbed through it. It is also probably the most flammable material commonly found in a boat shop. Waterless hand cleaners are better cleaners for your hands.

Diisocyanates: These compounds are components of linear polyurethane paints used for slick hull finishes. They appear to be the most potent sensitizers around. They are also cross-sensitizers with other materials. The sensitization shows up as respiratory problems which may not go away after exposure stops. The OSHA 8hr. limit for toluene diisocyanate is 0.005ppm (5 parts per billion) and the short-term limit is only 0.02ppm. This means that you spray linear polyurethane paints only with a full suit of protective clothing and an external fresh air supply. No respirator cartridge will protect you. Isocyanates are not cyanides, which are another class of toxic chemicals not found in the boat shop.

Natural Materials: Some people have the idea that only synthetic compounds are harmful and that naturally occurring materials are harmless. Have you ever tumbled in a bed of poison ivy or tangled with a Portuguese man-of-war? We have seen that wood dust may well be the worst hazard boatbuilders encounter because of its toxic nature and its presence in nearly all boatbuilding operations. Turpentine is as toxic as most solvents and stuffing a rag wet with it in your pants pocket can give you a chemical burn in a hurry. Pine tar, like all materials that have been overcooked contains pyrenes, strong carcinogens. If your diet is heavy in char-broiled steaks and blackened redfish, you are being exposed to pyrenes.

Chemical Myths: There are various chemical myths that have been repeated many times. The wildest one I know is that mixing household ammonia and household bleach produces mustard gas. Mustard gas is a compound of carbon, hydrogen, chlorine, and sulfur. Ammonia is a compound of nitrogen and hydrogen. Bleach (sodium hypochlorite) is a compound of sodium, chlorine, and oxygen. Creation of the carbon and sulfur needed for mustard gas would be an accomplishment far exceeding any nuclear fission or fusion known to man. All our energy problems would be forever solved. The truth of the matter is that mixing bleach and ammonia (both are 5% solutions in water) generates a little heat and boils off mostly ammonia fumes.

What's a Boatbuilder to Do?: The best all-around advice is a combination of statements from boatbuilding product literature: "None of our products is safe. They cannot be made safe. Work cleanly." Get material safety

data sheets (MSDS) when you buy boatbuilding materials. They are difficult for someone without chemical background to understand, but there is always useful information on how hazardous the materials are, how to handle them safely, what protective equipment is needed, first aid and contacts for help in an emergency situation.

Always stop and think about how you are doing a job and how you may get into trouble.

How To Get Help From Material Safety Data Sheets: The information required in Material Safety Data Sheets is generally specified by OSHA. The specifics, the detail, and the manner of presentation are left up to the manufacturers and distributors; for the same chemical, different sources will publish MSDS that are quite different in format though the essential data will be the same.

The sheets may be incomprehensible at first glance to persons without some knowledge of chemical and physical principles and the descriptive jargon of toxicology and chemical hazards. The information is presented in a standard order and the boatbuilder should look for:

Distributor: There will be at least an emergency telephone contact for medical help.

Material Identification: The chemical nature of the material. Numerical ratings of the hazards in terms of health, fire, and reactivity. These will be numbers from 0 to 3 (3 is the greatest hazard). Generally, health and fire are your greatest concerns.

Components: The lesser materials and impurities present.

Physical Data: Information on color, odor, taste, and quantitative data which can tell you a lot about hazards of working with the material.

Vapor pressure: This number can tell you a great deal about the ventilation requirements and fire hazards of working with the material. It is given in mmHg (millimeters of mercury) at 20 degrees C. (68 degrees F). Values for typical materials are: Water, 17; acetone, 181; styrene, 6; epoxy resin, <0.1, toluene, 22. These are saturated vapor pressures, what you have in the vapor space over the liquid in a sealed and part full can. The higher the vapor pressure, the greater the possible toxic exposure, fire hazard and the better ventilation required.

Protect Your Eyes!

David W. Carnell, 322 Pages Creek Dr., Wilmington, NC 28411

(David admits to having 40 years' experience with Dupont safety meetings.)

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You write to us about...

Activities & Events...

Third Biennial Woods Hole Model Boat Show

The Woods Hole Historical Museum is sponsoring our third model boat show on the weekend after Easter, the 21st and 22nd of April, 2001. This show is intended as a fund-raising, friend-making event for the museum. This year the monies raised will support the ongoing museum programs such as the exhibits in our three buildings, the various outreach programs to adults and school children, guided historic walks and archival preservation of historic documents and photographs. All of these activities are open to the public without charge.

The show is held throughout the village of Woods Hole with models displayed in buildings up and down the main street (museum, library, community hall, old fire station, Oceanographic and Biological Lab buildings) and sailed at the inner harbor of Eel Pond. This year in addition to RC sailboat races and RC boat demonstrations, we expect to have RC model sea battles!

Of particular interest is the availability of a laboratory tow tank in which RC submarines are operated. In another laboratory building a series of talks and workshops are held on various aspects of ship modeling.

We invite interested boat modelers to participate, we are ready to answer any questions you may have via e-mail, phone or letter.

Paul Ferris Smith, (508) 548-4442, <Skisails@aol.com>, Barry H. Norris, (508) 540-7345), CoChair/Coordinators, Woods Hole Historical Collection & Museum, P. O. Box 185, Woods Hole, MA 02543, (508) 548-7270

The Chesapeake Wooden boat Builders' School

Last summer was "Splash Time". The students got to enjoy the fruits of their labors with a formal launching of completed boats. This summer we had two. The first is an elegant 15' glued lapstrake canoe made of 3/16" white pine and cherry with ash trim, stem bent ribs and caned seats. A beautiful and sweet craft is owned and built by Don Buehl. Don had several students help him with the building. The second was a remake of a nice 14' sailboat by Ken McCauley. Ken started the hard way. He had a badly damaged hull he wanted to recreate. So he began with taking off the lines, lofting the boat and then completed rebuilding from scratch. With the help of a number of students and one Joe Carobene, in particular, the end result was something he was justly proud of.

This year's Youth Boat Building School held the week of July 10th was a success. Four participants, three young women and one young man, had a good time constructing their craft. It took the full week and the launch was a good time. The participants were Kate Doolittle, Scott Funk, Rave Motil-McGuire

and Andi Thomas. We wish the proud owners many hours of happy boating in their new built boats!

Havre de Grace Maritime Museum, P.O. Box 533, Havre de Grace, MD 21078

Information of Interest...

Updated CWB Website Unveiled!

The Center for Wooden Boats is proud to announce the launch of our newly redesigned, remodeled and reconstructed web site at www.cwb.org. We hope you'll agree that the new site has a lot to offer for both the casual visitor as well as our dedicated members and volunteers looking for specific information about CWB programs, activities and related information.

One new feature we're particularly excited about is the added information about the boats in our collection. When you Explore our Boats, you'll find photos and information on the Caledonia Yawl, Sid Skiff, and Lake Oswego rowboat, to name just a few.

Laurie Leak, The Center for Wooden Boats, 1010 Valley St., Seattle, WA 98109

Opinions...

About That Mail Delivery

Your Commentary in the December 1, 2000 issue is well taken. We have lived in the same shack for 23 years, yet the Post Office tell us we have moved three times. You, in fact, are a bit astern of station in that you mistakenly think we still live at RR2 Box 180. Ah ha! You're wrong. Same domicile, same mailbox, but a year ago we (apparently) moved to 165 Bayshore Road.

In fairness I have to add that our rural delivery person, when confronted with this anomaly, stated simply, "Oh, I never look at the addresses anyway, just the names," and so our flow of mail has been reasonably uninterrupted despite the peripatetic existence attributed to us by the U.S.P.O.

Mike Badham, Brunswick, ME

Thoughts Concerning Electric Power

Your series of articles concerning pedal power, rowing (both forward facing and dopey), wind, solar, nuclear (?) power, etc. are most interesting, informative and thought provoking. Along those lines perhaps someone out there is willing to evaluate some further thoughts concerning electric power.

Build a flat-bottomed sailboat with a golf cart electric motor and six, 6-volt batteries for both auxiliary power and ballast. Now, to forestall heavy marine recharging costs, would installing the now efficient solar panels on the cabin roof (say about 14 x 6) be practical? This solar panel system would be augmented by an

APU.

The above installation is kind of routine, but really makes you just another stinkpot. Would some really smart person flesh out and evaluate the following augmentation system: Install a clutch between the motor and the prop so that while sailing, the prop is "free wheeling" thereby reducing drag. Then couple a generator to the driveshaft via a clutch while "free wheeling" to generate electricity? Keep the driveshaft short and incorporate a major gear reduction between the driveshaft and generator to improve generator speed. Also, fit the largest possible prop to generate maximum power at about 3 knots.

If more shaft power is required, could angling centerboards be installed to increase the water flow past the prop? The sum total of these proposals, and any others readers might think of, is to get the generator up to about 700rpm. If these proposals have any merit, could electricity be generated while anchored in a 3 knot river current or tidal basin?

"Free wheeling" notwithstanding, the whole idea may be the absurd musings of an old geezer. By the way, I know "free wheeling" works because many years ago we free wheeled one of our four shafts aboard *USS Saratoga* while deployed to the Mediterranean while overhauling one of our main engines.

One last idea: Combine all the above and save some money while getting some exercise. Picture an ordinary sailboat cockpit, but centered at the aft end a nice padded seat attached to a cycle rig attached to either the propeller shaft or a generator. What say you?

Finn Wilster, Piney Flats, TN

The Case For Racing.

Sailboat racing is often used as intermediate training for people who are starting that long road of learning to sail. Particularly when it is one-design racing, (when the boats are all alike) it gives the students a good feel for how their sail trim, boat balance, steering, and wind shifts are working out. If you are sailing by yourself an instructor may point out these things but they will be theoretical. INCREASES SKILL.

Racing depends on a certain number of people to compete. A time is set ahead, arrangements made and an obligation. Then it will outrank cutting the grass and the family picnic. "Oh yes, we would love to come but that is the afternoon we race." DEFINES THE TIME.

When you race with more experienced people, you find that they race in less wind than you expect as well as more wind than you would sail in, if left to your own decision. Then you can see how they handle it. If you can't tell what they did to make it work, you can ask them after the race. There should always be a few minutes after the start for you to notice what they are doing. ENLARGES THE HORIZON.

It is safer to race than to day sail. You are paying more attention to sail trim and boat speed. If your sail trim is correct you are just a few inches of sheet away from dumping power out of the sail in a puff. If you have the boat moving, you can steer and hopefully avoid trouble. You are watching where your competitors are so no big surprises sail out of the blind spot behind your sail. You are not sitting on the sheet or have it wrapped around

your ankle. At least I hope it is not wrapped around for long. Then if you do have trouble there are other people out there with you. Sometimes a rescue boat. In any case someone might say, "We had 9 boats start and only 8 have finished." That is a lot better than nothing is.

The racecourses are usually set up to keep you out of the shallow water and away from strong currents. Some friends of mine went sailing in light wind, got into current and sucked under a bridge that they didn't fit under. They should have been racing.

One aspect of racing is more dangerous and that is running downwind in a strong wind. Now the sail time for speed is just a hair away from the "death roll" (capsize to windward) in a dinghy and a gybe-broach in a big boat ("death roll" doesn't kill, but it is quick and helmsman is in the water on the wrong side of the boat for recovery.) So now I warned you. SAFETY.

"What if I'm interested only in cruising?" Well, you might be right. I have another friend who can't sail a lick, but he has sailed from Key West to New Orleans, to Mexico, Panama, the South Pacific, Australia, and when I last heard he was in South Africa. He has a good boat and a big engine. He double reefs everything no matter what the wind is and gets the engine going. His boat is getting tired and I hope his luck holds out.

If you can sail your boat faster in light winds, you can beat some of the currents that would leave you anchored or going backwards. You won't always be able to run the engine. If you can feather a dinghy up wind when there is a good blow, punch through waves and be aware of wind shift geometry, you may be able sail out of a hard chance when the engine won't start.

Racing gives plenty of practice with rules of the road and handling in close quarters which a cruiser or daysailor will avoid. The avoiding is always a good thing to do, but it can't always be done in narrow channels or when doing 6 knots and the other boat is doing 20 knots. And how about docking, there is the close order drill. PERFORMANCE CRUISING.

If you can put all the pieces together in racing and pay attention constantly to sail trim, steering, balance, wind shifts, navigation, race instructions, position of competition, and cloud formations, your brain will have no space for the other problems of the day. The rest of the brain closes out for one or two hours. A little bit of magic that quiets the soul. ZEN AND THE BOAT RACE.

Sailboats are graceful artful things with curved white or colored sails, blue water, blue sky with puffy clouds, a bird or two, and a dolphin jumping in the distance. A race gets more of the boats out. ARTFUL.

Sam Chapin, Maitland, FL

Projects...

Duke Followup

Many thanks for your write-up on the launching of the Duke (December 15 issue). I thought the day went well. I haven't seen the tooling for Duke recently but those who have are very pleased.

She'll have a crab claw sail with 16% more area than Rev has. Under sail, if not

coupled to another canoe to make a catamaran, she'll have a rudimentary ama well above the water opposite the regular ama, making it easy for the crew to scramble in or out depending upon the stability needed to keep her upright and moving fast.

It's going to be fun to perfect (or discard) some of our innovations, most of which, no doubt, would get ancient islanders' attention only because we have so much stronger, lighter and more durable materials with which to build.

Dick Newick, Kittery Point, ME

Favorite Project

Here is a photo of my favorite project, she is a St. Pierre dory built from ideas from *Simplified Boatbuilding* by Harry Sucher.

Launched in April '97, she's 28' 10" with about 100 gallons of polyester resin and three layers of mat over plywood, with a 15hp Honda in a well and a couple of Sunfish sails for steadyng and/or sailing.

Most of our trips are to our island chain that lies about 20+ miles offshore, and with our relatively mild weather, year round boating here is quite reasonable.

Sonny Phillips, Santa Ynez, CA.



This Magazine...

Publishing Rubbish

Richard Carsen lives in a world of dreams. Either he's smokin' too much totora reed or sees in Erich von Danniken his fountain of all knowledge.

Typical of his delusions is that, "These people came to Peru when Lake Titicaca was still level with the ocean. Now it's at 4,000' or something."

Hello? We're confusing geological time and human time here: The Andes and the lake they hold are the product of tens of millions of years of plate tectonics and mountain building, while any people capable of crossing seas in boats lived in the most recent 10,000 years.

As for the lake's elevation, try 12,500'. And I'd sure like to see the canal that once connected it with the Pacific.

Publishing such rubbish only detracts from the seriousness with which I presume MAIB would like to be taken.

Bob Austin, Williamsburg, VA.

Editor Comments: Fantasies certainly, but not rubbish. Richard got a long way out on a speculative limb with this (and the follow-up in the December 15 issue) theorizing. I hope we're never taken seriously, MAIB is about messing about in boats, recreation.

Bob has personal experience sailing Lake Titicaca and told us all about his adventures there a couple of years ago.

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Newsletter Notes from All Over

A compendium of selections from newsletters and magazines we receive which, we believe, illustrates what is going on out there in the world small boats.

LAKE CHAMPLAIN MARITIME MUSEUM AT BASIN HARBOR, INC.

LCMMnews

FALL / WINTER 2001



The "Missing" Gunboat Is Identified!

The missing Revolutionary War gun boat located by LCMM in 1997, and known ever since as the "missing" gunboat, has been conclusively identified. Using detective skills that would have made Sherlock Holmes proud, LCMM researchers Peter Barranco and Art Cohn, with the assistance of Bob Maguire and George Quintal, managed to narrow the identity of the gunboat down to one of two possibilities, either the *Connecticut* or the *Spitfire*.

A new document now positively identifies the gunboat as the *Spitfire*. The manuscript, provided by Connecticut historical book dealer John Townsend, is entitled *A Return of the Fleet Belonging to the United States of America on Lake Champlain Under the Command of Brigadier General Arnold* dated October 22, 1776. The manuscript lists each vessel by name, each vessel's commander and ordnance, and concludes with a column entitled, "The Fate of the Fleet". The column details the disposition of each of the seventeen vessels in the American naval force on Lake Champlain and provides conclusive evidence that the vessel located by LCMM is the gunboat *Spitfire*.

The *Spitfire*, part of Benedict Arnold's fleet on Lake Champlain and one of eight Philadelphia-class gunboats in the fleet, sank during the retreat from Valcour Island. Up to now, it was the last unaccounted-for vessel of Arnold's fleet.

The gunboat is in an extraordinary state of preservation, with its mast still standing and bow cannon in place. Since its discovery, LCMM has been working in cooperation with the Naval Historical Center and the states of Vermont and New York, with significant input from the public, to develop a comprehensive management plan for the long-term preservation of the site. This process has been aided by support from the office of Senator Patrick Leahy and the U.S. Navy's Legacy program.

Right now, we're examining similar cases to serve as guides in developing the management plan, and esteemed lawyer and LCMM volunteer John Dinsel is working on a thorough analysis of the legal and jurisdictional issues surrounding this class of public resource.

Once we review all the options for in-water or out-of-water preservation, we'll produce a draft management plan.

Northern Lake George Survey Reveals Colonial Vessel

This past June, we spent a week diving in the northern end of Lake George in support of a project headed up by archaeologist Scott Padoni. We focused our efforts on the broken up remains of a colonial-era vessel. Due to swift currents in the area, the sediments that once covered the remains are being eroded away.

Because the burial of these timbers below the mud was largely responsible for their preservation, their continued existence was in jeopardy unless we took steps to find a more stable environment for them. We thus raised individual timbers, documented them on the surface, and reburied them in a more stable location. Our team also had a look at a few of the numerous nineteenth-century work barges abandoned in that end of the lake.

Alburg Barges Fill Knowledge Gap

For two weeks this past June, our crew of archaeologists documented four scow barges located in the Missisquoi Bay, near Alburg, Vermont, in the impact area of the Alburg-Swanton Bridge Replacement Project.

April 10, 1938, saw the opening of the Missisquoi Bay Bridge between the towns of Swanton and Alburg and the closing of a long and complex series of events relating to its construction. Central to this effort were six work barges that served as platforms for heavy equipment vehicles for moving stone and earth, work areas for laborers and floating breakwaters.

With the construction finished, these vessels lost their usefulness and were abandoned. Four of the six now lie in the northwestern corner of the causeway, in a state of progressive deterioration. The documentation of the Alburg Barges helps fill a gap in our understanding of the past. Wooden work barges were a common sight one hundred years ago, or even fifty, but since the middle of the twentieth century their numbers have rapidly declined.

Newsletter of the Lake Champlain Maritime Museum
4472 Basin Harbor Rd., Vergennes, VT 05491
(802) 475-2022, www.lcmm.com

The Fall/Winter 2001 issue again contains news of the ongoing nautical archeology being carried out by this museum in history rich Lake Champlain, where the cold clear waters have preserved a remarkable fleet of indigenous watercraft going back to Revolutionary War times. Herewith some extracts from the newsletter on this topic.

The ubiquity and unglamorous image of the work barge has led to a near vacuum in terms of understanding how they were constructed. Fortunately the opportunity to study them is not lost. It is LCMM's hope that the results of this documentation will be a significant step toward understanding this aspect of our working past.

Anchors Away!

August 24, 2000, saw the culmination of four years of work by parties on both sides of the lake to preserve one of the most dramatic artifacts from the War of 1812, the anchor from the British frigate *Confiance*.

This tremendous artifact, which had been undergoing treatment in the Conservation Laboratory at LCMM, was returned to Plattsburgh where it went on display in the city hall rotunda. The anchor, lost off the British flagship *Confiance* during the Battle of Plattsburgh Bay on September 11, 1814, lay on the bottom of the bay for more than 180 years until it was discovered by local divers Bill and Ken VanStockum.

The anchor was raised in September 1998 and brought to the conservation lab at LCMM for treatment. It offered numerous conservation challenges due to its composite construction of wood and iron, as well as the delicate markings on its surface. With the help of numerous volunteers, and the hard work of the conservation lab staff, the preservation of the anchor was successfully completed in the early summer of 2000.

Moving the anchor back to its new resting place in Plattsburgh involved the hard work and dedication of numerous friends of the museum, including Barney Bristow, who lifted the anchor with his excavator, and Dave Bernoir, who both supplied and drove the flatbed truck. A team from the LCMM accompanied the artifact on its journey to Plattsburgh. The anchor was carefully lifted up the steps of the city hall with a large crane and carried into the city hall on a rolling scaffold system. Once in the building, it was placed onto a display stand for future generations to enjoy.

Major Find: Canal-Schooner *Troy*



Perspective view of the *Troy* showing its unusual position in the lake bed. Drawn by Kevin Crisman.

In 1825 the canal-schooner *Troy* disappeared off Westport, New York, during a November gale, taking with it five young men and boys. The loss of the *Troy* has remained one of Lake Champlain's greatest tragedies and mysteries. 175 years after its loss, LCMM's Lake Survey Project discovered the vessel in the lake's cold, deep waters.

The opening of the Northern Canal in 1823 connecting Lake Champlain and the Hudson River created dynamic commercial opportunities along the waterway. New watercraft were built to accommodate the rapidly rising volume of trade. That's when a new vessel design, the Lake Champlain sailing canal boat, was invented.

The first generation of sailing-canal boats were built as an experiment. While on the lake, such a boat sailed like a sailboat. But upon reaching the canal, it raised its centerboard, lowered its masts, and became a standard canal boat, which was designed to be towed. Not until the discovery of the *Troy* had maritime researchers seen an example of this early vessel design.

The *Troy* was sailing to Westport with a load of iron ore for the newly established Westport iron furnace. The schooner, under the command of twenty-five-year-old Captain Jacob Halstead, was carrying the captain's thirteen-year-old brother, George; his halfbrother, Jacob Pardee; and two crewmen, Daniel Cannon and John Williams.

As the *Troy* sailed, a gale engulfed the schooner, perhaps shifting the cargo. A newspaper account reported that, "The boat was seen by two persons on shore... a few minutes before she went down; one of whom, as we are informed, anticipating she was in distress, contemplated going in a gondola to assist the crew, but the other, devoid of every humane feeling refusing to lend any assistance..." (North Star, Danville.)

Back on shore, the boys' "mother and sisters were sitting at home... listening through the storm for the sound of homecoming footsteps as the night wore on. Suddenly they heard

the boys on the doorsteps, stomping off the snow in the entry as they were wont to do before coming in. The women sprang to the door and opened it, stepped to the outer door and looked down upon the light carpet of untrodden snow which lay before it, and then crept trembling back to the fireside, knowing that son and brothers would never sit with them again within its light." (From *Bessboro: A History of Westport, Essex County, New York*, by Caroline Halstead Royce.)

The Lake Survey Project located the *Troy* in 1999 and staged a preliminary documentation effort to examine the site. The survey revealed a remarkably intact shipwreck, with its bow section stuck fast in the bottom, while the transom hangs in the water column. The *Troy* is the only example of an early sailing-canal boat ever located. It is an extremely important link in the evolution of Lake Champlain commercial vessel design and may be the oldest vessel in the world ever located equipped with a centerboard. The site has been reported to state officials who, along with LCMM, are mindful that the site may contain the remains of her crew.

Swivel Gun Returns

In the Spring 2000 newsletter, we reported an incident involving a bronze swivel gun, eBay, and Federal authorities. The gun, reputed to have come from Buttonmould Bay (also known as Arnold's Bay) and possibly cast by the same firm that made the Liberty Bell, was put up for sale on the Internet auction site.

The sale was interrupted and the U.S. Justice Department persuaded the seller, retired Air Force officer Richard Armstrong, to transfer the gun to the Navy. LCMM provided historical information to the parties and was invited to request long-term loan of the gun so that it might be accessible to the public in the region where it made history.

We are delighted to announce that this past June, in a ceremony hosted by Senator Patrick Leahy, the bronze gun was installed in LCMM's "Key to Liberty" exhibit.

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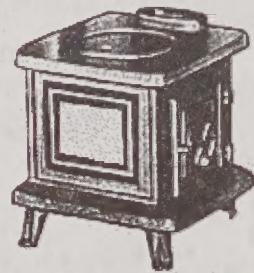
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Juniata and her glowing varnish.



G. Daniel Prigmore's 30' Hacker *Johanna* in which he commutes between Boston and Hull.

Three Lymans.



The 18th Annual Boston Antique & Classic Boat Festival

Always the Same
Never the Same

By Hugh Ware

Two sponsors this year, the Boston Waterboat Marina and Lowell's Boat Shop of the Newburyport Maritime Society (the nation's oldest boat shop).

Not changed: Organizer Pat Wells and her indefatigable crew, doing a super job as usual.

Locale: At the Boston Waterboat Marina, very near the Acquarium.

Dates: September 3-5.

Weather: Intermittent light rain and general dourness. Foul weather gear was nice but spectators could get away with rain-resistant windbreakers most of the time.

Show Special: Olin Stephens II as one of the Judges. He looked spryly younger than the nineties he lays claim to.

Vignettes and Observations:

* Varnish looks especially glossy when wetted by a gentle mist and occasional rain.

* Karen Stimpson, dressed ala the Twenties, spotted doing the Charleston on the float besides her 1927 New York Consolidated Commuter *Juniata* (Best Powerboat and Third Place in Spectators' Choice). Inside, similarly dressed friends were also bouncing around to the old musical rhythms. For several years, Karen lived aboard this spiffy craft aided by insulating "hard walls" to keep out winter's cold. She proudly showed me an ordinary cookie sheet she installed as a heat guard above the stove's burners.

* Best Hand-Powered Boat award went to *Fay B*, a beautiful 14' peapod, lapstrake and finished bright. Builder Robert Hobbs told me it took five years to build. "I started it because my dog had just died." To others, he elaborated that he chose a double ender because of the deaths that year of both his dog and John Gardner. Sufficient reasons in any case.

* The big Scottish-built motorsailer *Little Bear* or *Nanunquag*, looking surprisingly worn, almost as though no work had been done recently to keep her up. There was a good excuse, though. Owner Jens Ostergaard and his wife had returned the week before from four years of cell-phone consulting in Greenland! They even registered for the Festival while underway home. A Special Citation for True Expeditionary Yacht was well-deserved!

* Two brothers buy a sadly sick 1940 42' Alden yawl that someone had cold-molded a skin on, then reframe, rekeel, etc. etc. etc. it. Dan and Doug Webb and *Sandralia* deserved the Phoenix Award for Boat Brought Back from Near Destruction.

* The perennial tea party (well, it looks like a tea party) was, as usual, quietly underway under the striped canopy of the 1933 reproduction of an 1880s fantail steam launch. Joe Nichols and owner Deane Allen and crew earned the Citation for Best Dressed Crew.

* Not an antique or a classic, in fact built this year, but well-worth seeing was *Miss Packard*, a 38' offshore runabout and a glorious assemblage of varnished mahogany. It was sitting on a trailer at the entrance but was gone when I left, darn it. Frederick Heim has himself one lovely boat, and a big boat at that.

* Not often that someone buys a twin-screw sportfisherman and converts it to single screw but that's what Douglas Trenholm did. Nice workmanship (I even inspected the inside of the hull at his request), especially the name on the transom with a harpoon forming the tail of the "Q" in *Pequod*. A big fighting chair hinted that he goes after tuna.

* Years ago, I led a Sea Scout Ship and I invited Forbes Perkins to tell the kids how he sailed his 39' Concordia yawl *Goldeneye* to Scotland. She is back and fully restored after a shipping accident. Now owned by Gregory and Darlene Nulk, she is in gorgeous shape. I think one of my sons, who cuts marine lumber, supplied Nulk with some black locust boards for *Goldeneye's* coamings and veneers for cabinet facings but they may have been for another Concordia Nulk restored.

* Another Concordia yawl, a bigger one at 46', Robert Pratt's *Morning in Maine* is used for charter day cruising in Maine. Lush, especially the clipper bow and its carvings. Received Best Sailboat award.

* *Larinda!* Ah, that fascinating sort-of reproduction (ferro-concrete hull, junk-type sails!) of an 1767 trading schooner. Larry Mahan took years to build her with superb workmanship and work hasn't stopped yet. Do look up earlier reports in *MAIB* (Sept 15, '98, Sept 1, '97) about her! Her Finest Interior award was well-deserved. What other vessel has a very large marine engine where a saloon table would normally be? I love the frogs and the whistle too. Also received Second Place in Spectators' Choice

* Best Workboat? CG36500, the most famous, the most life-saving perhaps, of that class of Coast Guard motor lifeboats. How wonderful that the Orleans Historical Society undertook to save this historic vessel and how great to see her at the Festival.

* Daniel Keefe's *Ibis III*, a 210 representing a Festival highlight feature. Designer E. Ray Hunt's office is nearby. It all started when boatbuilder Frank Haggerty's wartime contracts for small boats were cancelled so he asked Hunt to design a sailboat that would eat up his piles of unused plywood and satisfy the post-war demand for new boats. A pointed cigarbox made from four slabs of plywood and a fin keel was the result and became the 110 class. That wildly successful design was refined into the 210, 310, 410, and even a 510. The 210 was the best of the lot, with the 110 close behind.

* How nice to see three Lymans moored in a row, each painted in a soft blue or green! Four Lymans attended: John Elander's *Wood Duck* (Outstanding Production Boat), *Dinah* (Don and Dinah Simonini), *IM LUVIN U* (Jonathan Jodoin), and Ralph Osgood's unnamed vessel.

* Two Lawley-built boats were present as usual. The 38' *Chautauqua* of 1926 (owner



Tea party on the launch *Joe Nichols*.



Little Bear and Coast Guard lifeboat CG36500.

Morning in Maine and *Nike*, owned by Tom and Gloria Haefelin.





Old Glory.



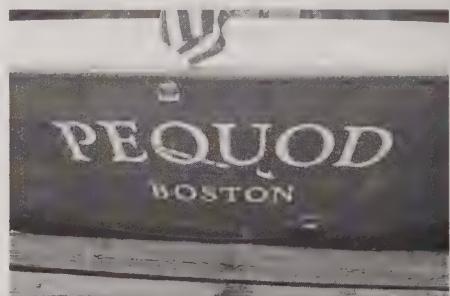
Daniel Kiefer's 210, *Ibis III*.

NOT entered in the Festival.

G. Linwood Cross) won the Old Faithful Award for Continuous Support of the Festival. Her previous owners, Bill Skinner and Viking Gustafson, now have *Old Glory*, 58' of canoe-sternd workmanship that is not glossy but rather feels "honey". The discerning viewers of the over-fifty boats in the Festival fleet voted her First Place in Spectators' Choice.

* G. Daniel Prigmore uses his 30' Hacker runabout *Johanna* to commute between Boston and Hull (about eight miles away across outer Boston Harbor). At the end of each Festival day, he backed *Johanna* out the slip and quietly departed. Just another commute.

There were, of course, other prize winners and so many other boats, all with stories, the Boston Festival never lacks for stories. But, enough!



Harpooned Pequod.

The wheel of *Little Bear*.



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Karen Stimpson doing the Charleston alongside her *Juniata*.



"Typical" spectators!



Lowell's Boat Shop was a sponsor of the Festival.

Details of *Larinda*'s stern, note frog on rudder.



Morning in Maine.

Closeup of one of *Larinda*'s frogs.



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(A featured program at the Lawley Boat Owners' Association Homecoming 2000 held at the former site of the George Lawley & Son Corp. shipyard in Neponset, Massachusetts last July was a skit in which Llewellyn Howland III played the part of George Lawley reliving a stressful day at the Lawley Yard in 1915. Frank O'Brien played the part of Alexander Cochran, owner of the Lawley built yacht *Sea Call*, Joe Chetwynd played the part of designer William Gardner and Bill Skinner was himself as engineer Bill Skinner.)

George Lawley (aside to the audience): I should introduce myself, but I don't want to create any hard feelings with any of my descendants who may be present. My name is George F. Lawley, Jr. and I'm dead. I've been dead for 72 years. Because I'm deceased, my memory is fading.

Two years ago, in 1913, Mr. Alexander Smith Cochran from Yonkers, New York, came to see me. He's a carpet manufacturer and a very nice man, a gentleman. He went to St. Paul's School, a fancy boarding school in Concord, New Hampshire, and to Yale College down in New Haven, Connecticut, almost as good as that college in Cambridge, Massachusetts.

Mr. Cochran came to see me and said he wanted to defend the America's Cup. We sat down and talked and he was a very friendly man, a gentleman, and he had a designer, Mr. William Gardner, who is a friend of mine, a gentleman, and a great customer of my company.

We sat down and we talked about it and we came to an agreement and that boat, *Vanitie*, was built and I must say she's one of the most handsome boats we've ever built. She's built of bronze, high quality, first class materials. I don't know how it's all going to come out. She may still have a chance to defend the Cup, although she had a very difficult shake-down year.

But at any rate, Mr. Cochran came back to me and said he wanted a larger boat to replace his schooner *Westward*. *Westward* was a Herreshoff (they call it Herre-soff down there in Bristol, but it's really Herre-shoff as far as I'm concerned). But, anyway, he wanted to build the finest three-masted schooner yacht ever built. I looked at him and said, "Are you serious about this?"

He said, "Absolutely. We're going to do this. This is going to be the finest yacht ever built. Of the best materials." And he said to me, and I can remember him saying it, "The newest and the best." I can recall it very clearly. He said, "Mr. Lawley, you're a very good builder." I know he said that. I heard him with my very own ears.

The boat, named *Sea Call*, you can see it

The launching of *Sea Call* in 1915.

"Lawley Built"

The Newsletter of the
Lawley Boat Owners Association

A Rough Day At the Lawley Yard

out at the dock, is 215' in length overall, three masts and a gaff topsail rig. She has 18,000sf of sail, which is quite a lot of sail area actually. She is powered by a gasolene engine, an 8-cylinder, 8" x 12-1/2" Sloan Daniel gasolene engine. I must tell you my friends, that is one damn big engine! And, as I recall, Mr. Cochran specified tankage for 10,000 gallons of fuel. That's a lot of gasolene in my opinion.

Now, there was one particular element in the building of this vessel that I have to mention. Mr. Cochran and his designer, my friend Mr. Gardner, told us to build it out of steel and monel. The topsides would be plated with steel and the bottom with monel metal. Monel! A new-fangled metal! My metal people tell me monel is a kind of copper nickel. I've never seen the stuff before.

But we did what we were told and we built this schooner, and I must say she was an extremely handsome vessel. There was not a person in my yard who did not do 100% when they built this vessel. When the launching came it was a great launching. She floated right on her marks, within a quarter of an inch. Because when we do things here at George Lawley & Son Corp. we do them right. As far as I know, she has performed admirably in all respects, except that engine is a beast!

She came back a few weeks ago to have a few things attended to. She tied up in the basin here. One of my men came to me and said, "Mr. Lawley, there's something peculiar about that *Sea Call*. She's growing a lot of weeds along her waterline. It's like a forest along there, and the water sort of boils along her waterline."

I said, "What are you talking about?" We walked down along the dock and there she was. She was a well-maintained vessel. After all, she has a crew of 42 men. She is well maintained. But it's true. She has an unusual amount of weed. She was supposed to have no weed. The whole point, I can remember Mr. Coch-

ran telling me, was that the monel metal would discourage underwater growth. Actually there's a forest of underwater growth and there are little bubbles. And my man said, "You know, the little *Jeanette* there, moored just across the way, she's beginning to pop her planks."

Well, come to find out my friends, this was the biggest goddamn floating battery in the whole history of the world!

Yesterday I received a letter by registered mail from Mr. Alexander Smith Cochran of the Alexander Smith Cochran Carpet Factory, Yonkers, New York. Basically it says, "Dear Mr. Lawley. My boat stinks. Make it good."

Now, I've been in business, and my father before me, for 75 years. We've never had any problems with any of our customers. We always make it right if it's our fault, and we try to make it right if it ain't our fault. But we got this letter and Mr. Cochran says he is going to come up and talk to us. But wait a minute. I hear a knocking at the door. Come in. (Mr. Cochran, played by Frank O'Brien, enters.)

Alexander Cochran: George, how are you?

GL: Fine, Mr. Cochran. How are you? Come in and sit down. Have a cigar. What's on your mind?

AC: Well, I understand that you received the letter I sent you.

GL: A letter?

AC: Yes, about *Sea Call*. I have a few concerns to share with you. As you know, I've been very active in yachting for many years and will say, modestly, that I have been able to afford the best materials in the world. Take for example, my schooner *Westward*. That was built by Herreshoff. We cleaned up in Europe with that vessel, largely because Charlie Barr was the captain. Unfortunately, as you know, he died of a heart attack in Southampton, England, and I ended up selling the boat. *Westward* is now in Germany. That's a terrible place for it to be. As far as I'm concerned, the Germans are very obnoxious people. In fact, my accountant tells me, I can't keep track of all my expenditures, we authorized five torpedo boats to be built here at Lawleys to be donated to the British Navy.

The *Westward* never caused me a problem. It was built of steel. It was an extremely able racing boat. Now I've entrusted you, Mr. Lawley, to build *Sea Call* of the very finest materials. I told you I wanted the very finest boat that could be built of any material in the world.

Expense was never an issue. I trusted you to build the very best. I chose you, Mr. Gardner and Mr. Skinner, to design the boat because you designed the *Atlantic*, the three-masted schooner that set the current transatlantic record. In 1902 you had George here build the

all-bronze *Weetamoe*. You also designed some very successful P and Q class boats.

But now we have a problem. George, you followed the plans. But did you ever do any preliminary testing on this new material called vanadium steel (later called vanadium chrome, and still later monel)? Shouldn't any responsible, well-established, respected contractor, who has been told no cost would be denied, make an effort to hang some of this material off the end of his pier to see if this galvanic action would be a problem? How much effort would this have taken? I would think that a responsible builder, to say nothing of a responsible designer, would have taken these very simple precautions.

As I say, I have been active in yachting, in sporting. My interest is not in contesting in law. Everyone knows my background, the races I lost, which weren't many, in Germany. I did not object when the Germans played cat and mouse with the rules for their schooner races over there. So my interest is in trying to settle. I'm gathering information today. I'm going back to Yonkers and I'll be talking with my consultants.

I had planned to take *Sea Call* to the Mediterranean. I had planned to go to a place called Tahiti in the Pacific. You may have heard about that place. The Coast Guard Service is not going to be able to rescue me in the Atlantic or the Pacific. I need a safe dependable boat under me. I told you, Mr. Lawley, no expense spared. I told you, Mr. Gardner, the same thing, no expense spared. I wanted the very best. Now I have something that is crumbling right at the water's edge. I'm undecided what to do; I would like you to help me decide what to do.

GL: Mr. Gardner, do you have anything that you are willing to add to this?

William Gardner: Only to say that my engineers have assured me that these are very good metals to use in the marine environment.

GL: That's certainly what you told me.

WG: Indeed.

GL: What does your engineer have to say?

William Skinner: We have employed all the trusted standard practices. We have not done anything different. We have not seen anything like this before.

GL: Mr. Gardner, I guess I should have asked this question some months ago. Has there ever been another yacht built with vanadium on the bottom?

WG: Not to my knowledge.

GL: But you told me there would be no problem; isn't that correct? That's my recollection. I mean I can remember that very clearly. Isn't that what you said?

WG: Absolutely.

GL: I would like to suggest one thing, however. I'm not sure Mr. Cochran mentioned this. Mr. Cochran, you specified a large engine. What's it called? It's a maker we have never dealt with before. I had never heard of the manufacturer. You stood behind him. Sloan-Daniel. How many Sloan-Daniel engines are there? How many batteries did you specify? What kind of voltage system did you call for Mr. Skinner?

WS: 120 volts.

GL: How is that all grounded, I believe that's the expression you people use? I'm trying to recall, because you did all the engineering. I'm just the builder here, you know. Your department worked with my people and you

told us what to do.

WS: We followed standard practice. It is grounded through the propulsion plant.

GL: And that's with zinc? Is that zinc material? How would you have done that? I would like to know.

WS: Yes, zinc.

GL: Might there not be a possibility that the engine is defective in some way? That it might cause some electrolytic action?

WS: We are not experiencing any engine failure due to the situation you are describing.

GL: Let me get to the point here. Are you...

AC: George, I want to make a statement.

GL: Just a minute here. Hold your turn, Mr. Cochran. You made your speech. Mr. Skinner, am I getting the feeling that you're saying this galvanic action is not your responsibility?

WS: Yes, sir.

GL: Well, whose responsibility would it be then?

WG: The good Lord's.

GL: The good Lord's?

WG: This is a new science and we know very little about it.

WS: We employed all of your past accepted practices in our design. Things you have proven over time. We have employed standard marine practice in the engineering of this vessel.

GL: That's an interesting point you just made. Are you acquainted with the concept of merchantability?

WS: No, that's not a term we use.

GL: You're not familiar with that? Are you familiar with that concept Mr. Gardner?

WG: No, I'm not.

GL: Are you familiar with that term Mr. Cochran?

AC: Yes, I am.

GL: Well, one of my lawyers from a very fancy State Street law firm has told me that merchantability means that a vessel must be fit for the purpose intended. It must have merchantability. And I'm not sure that's my responsibility, or my yard's responsibility. I think that's the designer's responsibility. I think it all boils down to that. We did as good a job on this vessel as it would be possible for any builder in this country, or indeed in the world, to do. My men have discussed this many, many times and as far as we can see, it's the designer's fault. Mr. Cochran, I value your patronage, but I believe your quarrel is with the designer.

AC: That may be, but I would like to continue a point or two. Why did you bring up the engine? It's modern 1915 technology. If you wanted 500hp in a diesel you would have to go considerably larger than this gasoline engine. What irks me the most perhaps, is that you are talking about another potential problem that has not surfaced yet, namely the engine.

I'm here today from Yonkers to talk about an actual problem that has occurred, the galvanic action in this hull. Now forget about the little herrings that you're throwing out there. The engine could be a potential problem, but every goddam rock out in the bay is a potential problem, too. Secondly...

GL: But...

AC: Let me continue, please. I'm the fellow who has been paying the bills here, not you.

Mr. Skinner, the designer's engineer, has said standard practice was used. This is a phrase that has to be looked at carefully. On the one hand, we hear from Mr. Lawley that this is a brand new metal, monel, and on the other hand, they're talking about using standard practice. That bothers me. This was an innovation. I was aware that it was an innovation. I take some responsibility for encouraging this innovation.

But at the same time, we have a contradiction of thinking. The engineer says it was standard practice; at the same time they are saying it's a brand new material. Now some of that responsibility laps over, in my opinion, to the boat builder. The boat builder does not just blindly follow plans, no matter how highly respected the designer may be. The boat builder must take certain precautions, which obviously were not taken.

Now I'm going back to New York. I've had some legal advice that I should go to the courts on this. It would create a very nasty situation, a very nasty situation for some of the people involved in this, who I've been paying. All my life I've ordered the best, and usually I've gotten the best, not something that collapses on the doorstep within four or five months after launching. So I'm going to go back and consult with my advisors.

I do credit Mr. Gardner with designing a beautiful boat. Look at the *Vanite*. The bottom was all bronze as you know. Last year, her first season, 1914, we tried to keep it polished, not painted, so when it heeled over it offered a beautiful sight. The public called it the *Golden Vanite*. This year, 1915, we decided to paint the bottom. But you did a beautiful job, Mr. Gardner. *Vanite* hasn't won too many races yet. Maybe it will in the future.

WG: Perhaps you need a better crew.

AC: I'm going back to New York. But I must tell you I'm left with a little bit of ill feeling when the subject of the engine is brought up.

GL: Mr. Cochran, you've been more than honorable to come up here, and I would say we're getting pretty close to an agreement. Wouldn't you say so?

AC: Yes, I think we can.

GL: I think we did the best we could with the knowledge we had. I would have done anything to avoid this very unpleasant experience. And I appreciate your forbearance and your gentlemanliness very much. And I appreciate the thoughtfulness of Mr. Gardner, who is a very kind and decent man.

I have a report from a friend of mine, Clinton Crane. Do you know Clinton by any chance? He's a designer in New York.

AC: Yes, I've been in touch with him. Quite a good designer.

GL: One of the great designers. He sees no real problem. He ended that letter by saying you're somewhat of a spoiled brat. Now I don't know whether there is any truth to that. So I think we should overlook this, agree to disagree, and move on.

AC: You've brought up an issue. Let me refresh you. Clinton Crane did not get this contract. I gave it to Mr. Gardner. Clinton Crane was interested in the *Sea Call* and the *Vanite*. So he might have certain points of view, an agenda.

Secondly, I agree with you, George, that Lawley has an excellent reputation. I think we can work this out.

GL: I suggest, Mr. Cochran, Mr. Gardner,

Lawley Boat Owners' Association

The Lawley Boat Owners' Association was organized in 1990. It is dedicated to the preservation and enjoyment of 200 surviving yachts and tenders built by George Lawley & Son Corp., Neponset, Massachusetts between 1875 and 1944. The survivors, ranging in length from 8' to 136', were built from the plans of many famous designers including Edward Burgess, B.B. Crowninshield, Walter McInnis, Sparkman & Stephens, Frank Paine, Nathaniel and L. Francis Herreshoff, William Hand, Fred Lawley, John Alden and others. Drawings for most of the yachts are in the Hart Nautical Collections at MIT. The survivors are located in 23 states, 2 Canadian provinces, France, Germany, and Fiji. A dozen Lawleys are in the collections of maritime museums, including Mystic, Mariners, Peabody, Maine, Independence, Museum of Yachting, IYRS, and the Antique Boat Museum.

George Lawley & Son Corp. was established in Scituate, Massachusetts in 1866, twelve years before the rival Herreshoff Mfg. Co. It moved to South

Boston in 1874 and then across the harbor to Neponset in 1911. It closed in 1945, shortly after WW II, the same year in which Herreshoff closed. Between 1866 and 1945 Lawley built more than 1,100 yachts and 1,890 tenders (under 30'), not including military contracts. The legendary competition between Lawley and Herreshoff was dramatized in the America's Cup Races. *Mayflower*, *Puritan*, *Jubilee*, *Vanitie*, *Yankee*, and *Whirlwind*, all built by Lawley, figured prominently in Cup history.

The 2001 Lawley Symposium will be held Friday, July 13, 2001, at the Eastern Yacht Club in Marblehead, Massachusetts. Louie Howland and Joe Garland will again re-enact another exciting day in Lawley history, Louie again as George Lawley and Joe a member of the EYC who is a Lawley customer.

Lawley Boat Owners' Association, P.O. Box 242, Gloucester, MA 01931-0242, (978) 282-7439, voyage@cove.com, www.Lawley-Yachts.com.

and Mr. Skinner, that we all go up to the club and have a drink.

Epilogue

The Chorus: What happened to *Sea Call*?

GL: *Sea Call* was broken up that very fall. No legal matter. Mr. Cochran ate his losses. So that was the end of that.

A Second Opinion

Calvin Morser, a graduate of the MIT program in Naval Architecture and a student of George Owen, a distinguished designer of yachts, some built by Lawley (see the surviving *Invader* and *Hob Nob*) recalls Professor Owen saying that a barrel of steel rivets was mistakenly placed among the barrels of monel rivets used to fasten the monel plate. The steel rivets, which looked just like the monel rivets, created the galvanic action which led to the demise of *Sea Call*.

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Gleason's Gang rows the new boat.

With a whiff of snow on the ground, the mountains white all about, and a wind blowing straight from the far north, it is time to get the film printed and cogitate on the summer past. Our fifth gathering, the fourth at this place we like and which welcomes us so, was a mixed bag of friends, boats, emotions.

What can you do? Get a goal in your mind's eye, put out the word, and enjoy the result. The Pend Oreille Rendezvous evolved into a small group of comfortable friends proven to enjoy the situation and each other's antics, much like a vacation at the cabin with old pals. So where are the NEW friends, NEW dogs, NEW kids, NEW boat story lies?

Options for the future of the Rendezvous range all over. We could promote it as a wood event as it turned out to be this year and almost was last year. We could turn it into a buddies' vacation. We could try to push it around the Emetnet, as I am freshly located there. Date and/or place could be changed. We even could let it die a natural death. The winter is long here in northern Idaho; we also can let the Rendezvous soak for a while and see what it feels like later.

The Fifth Rendezvous brought a couple of boats new to us, and a return of some favorites. As a retired builder/finisher, Gordon Gleason had some shop time available, and chose the WB peapod for a winter project. After all, he had almost all the material at hand, and wanted to learn to sail. Gordon made a beautiful job of her in glued lap marine fir plywood, and being a basic renaissance man he did all the metal work himself in stainless and

Culler boat sails off the dock.



Bronwen V. and Mark grin at the peapod, while flying past in their Bue Jay.

Fifth Pend Oreille Rendezvous Sandpoint, Idaho, August 11-14

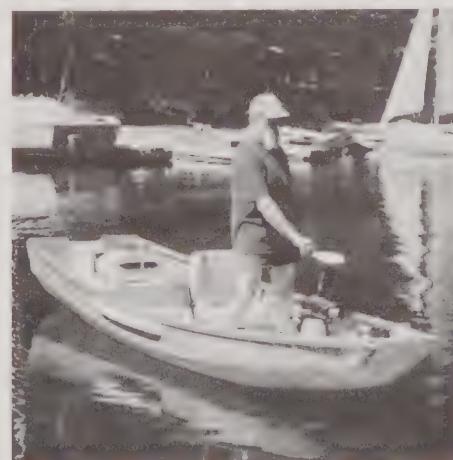
By Bob Simmons
Photos by Tom Vetromile

bronze. Then he built the fitted trailer, and so on. Gordon and Sandy had been rowing this little boat since spring, and at the Rendezvous she was fully ready to sail, so the learning experience proceeded.

We really liked Jim Byler's Sportsman's Pram. Talk about the fellow who can do it all! Jim's main line of work is not related to wooden boats or bird hunting or fishing, but there is major addiction in play here. So Jim dreams up and designs and builds this fine boat. With three side laps of glued ply and a fairly skinny flat bottom, this boat hauls the mail with a 5hp outboard in a Carolina well. This mode will speed you across the big lake, then let you fish all day, with minimal dollar/environmental impact.

Take out the gas rig and plunk an electric trolling motor into the forward well, put the battery in where the gas motor just was, and there is a whole new boat. Lastly, get all the power off her, and row. If the boat then seems larger than you want or need, unbolt the aft 3' of the craft, and row the shortened boat off on any special mission that comes to mind. Jim is a peach, and this is the fourth boat he has

Simms tries steering from ahead.



shown us in three Rendezvous.

Additional highlights include Herb and Marla Barberie bringing back their Culler Catboat with the mast stepped aft and a 6' outboard bowsprit carrying a big jib to turn her into a fast summer sloop. Mark Townsend's minimalist Blue Jay (sans paint or cleats, etc.) is still blazing fast and fun. Mark is a five year vet of the Rendezvous, and with partner Donna Hime added another swell new dog to the mix this summer.

Thom Vetromile yet again lured a load of folks who should know better into a butt-pounding soaker of a ride in the Slam-Bang Skiff, but eventually we all dried out and could walk upright again. His Butler-built multi chine kayak gave lots of smooth glides across the weekend, somewhat offsetting the other. Weather was so fine through the whole time we didn't even consider trying to shelter the camp kitchen. However, due to severe drought, extreme fire hazard, and various edicts, the always popular campfire had to be given up. This forced Rendezvouusers and Rendezvousettes to exercise ingenuity in locating stages for their small pranks, tall tales, and outright lies. Fire-friendly Rendy doggies were seen slinking about in the dim moonlight, wearing confused looks.

Anyone interested in adding to the on-going Rendezvous evolution is welcome to toss their two bits into the fire. Mixed metaphors welcome, too.

Bob Simmons, P.O. Box 2010, Sandpoint ID 83864-0906, <mrsimms@micron.net>

Mark glides out in the Butler-built kayak.



Which, it is time to digress a little bit. I don't know what the problem with beer is in the Bahamas. Everything is high, but beer is like gold. They even have their own little brewery but that doesn't help the situation. All beer costs the same; German, Canadian, British, Dutch, American; probably four bucks a bottle by now. These sailboat tourists who ride the inflatable to town and sit in the bar and guzzle the little drinks with the plastic palm trees sticking out of the top are often approached by the owner of the bar to see if they have any extra beer to sell and help out with the tab.

Watch out. That's just like when somebody calls on the phone and tells you that they have found a big un-claimed bank account with your name on it and they just need a little ready cash to help you claim it. I know a man who sold a case of beer one time. They towed his boat to Nassau and had the auction in one day. Then the bank charged his card a \$200 fee just to let him have enough cash to catch the mail boat back to the place where he had left his wife. Then when he got there, she was drinking with the bartender (who most likely was the one who tattled on him for half the auction proceeds) and she wasn't ready to catch the plane yet. It was a messy business all around. The Bahamians have a saying, "You make no trouble, there'll be no trouble." They got another saying too, "Let's don't waste no time."

Just before we got to feeling like we knew little Wood Key too good, the same big stingray came by at the same time each day and ate our scrap fishbones, a good wind sprang up and we took off across the Little Bahama Bank for the goin place to the bight of Abaco. We made it all the way to Mangrove Key just in time to take Albert (the dog) ashore to try to find a piece of dirt to use for a bathroom. We anchored up in shallow water (deep sand bottom for a change) beside a brand new looking airplane which was sitting on its wheels on the flats just like somebody normally parked it there.

During the night, some people came in a skiff from Grand Bahama and started taking the engine out of it. I heard a little cussing and carrying on and after a while, somebody came over to us and asked me if I had a hacksaw they could borrow. One does not go cruising in the Bahamas without a hacksaw, so I did, and a bunch of extra blades (good ones too, not El-Cheapo brand) so I loaned it out with one extra blade.

When I woke up in the morning, they were gone and so was the engine of the airplane. There was a white plastic bucket sitting on the wing and I thought I saw my hacksaw hanging on the rim. Come to find that the bucket was full to the brim with gasoline and there was no blade in the hacksaw, a pretty good trade if you ask me as gas was \$3 a gallon then. Of course, I have worried that I might have been aiding and abetting something or other but those people were polite to me and that engine was certainly going to ruin in that environment.

We made it to the tricky entrance to the completely unpopulated west side of Abaco in plenty of time to dive the anchors and catch a few fish for supper (that's about when we discovered the excellent taste of queen angel-fish). We stayed there one night and then went to Cave Key the next day. At first, we anchored in a little cove on the west side but it was rocky there and no good place to cook on the beach,

Po Boy Bahama Trip

Part 2

By Robb White



At anchor at Basin Harbor Key.

so after exploring in the skiff, we found another little, very shallow bay which had not only a little beachy islet, but some big mangrove marls with plenty of those big fiddler crab looking land crabs.

We moseyed right on down there. The feeble Bahama tide was falling and Wes managed to get in over the little limestone ledge that lay in the entrance to this charming place but the whaleboat hung up right in the middle of its keel. We tried everything short of dynamite but she was stuck, balanced on the rock. We just rigged our little mosquito net and spread out our sleeping bags and went to sleep. Next day, the tide did not rise high enough to turn us loose but we had slept good and were right where we wanted to be so we just went hunting for land crabs (which are delicious and the preferred crustacean food of people wherever they occur).

The only place I ever saw better hunting for them was at old Roosevelt Roads Naval Base, Puerto Rico which must have been the biggest unpopulated area of the Greater Antilles back in my day. We stayed hung up like that for three or four days while we rampaged all up and down Cave Key in the skiff and even walked all the way across the uninhabited island through the unbelievably thick woods. Even after we finally floated loose, we stayed.

There was a little cove on the tiny island (about as big as a riding rock) at the entrance to our bay where a rock bar stuck out. There were a jillion ignorant snappers around that place and my wife caught them and we cooked them on the beach in a little rattrap wire grille. We squatted like savages and ate them with our canned beans. Little stupid acting sharks (bull sharks and lemon sharks mostly, both aggravating and dangerous) came as far in to the little cove as they could to try to take the

snappers off my wife's handline and to eat the scraps after we had had our lunch.

There are plenty of sharks in the Bahamas and the danger isn't that one will come along and eat you while you are swimming, but that they might not have sense enough to know who they are looking at while you are wading around and sometimes act like they might want to bite you on the foot. It is impossible to catch more than one or two fish most places before they come and make you have to move. Unlike some people, I think sharks are inedible and it ain't because I am prissy because I will eat a stingaree and love small barracudas and bonefish. I just ain't crazy about shark. I wish I did like them, though, because it is so neat the way you can just cut them crossways into steaks right through their cartilagenous bones.

We hung around that place for so long that it got to be hard to find land crabs without a long walk through the marls and mosquitoes. We would have moved on down the bight to Basin Harbor Key except that there was no wind for Wes and his dignity did not allow needless towing. Finally a little breeze sprang up and we eased on down the line. On the way to Basin Harbor, we saw the only porpoise (that's what we call bottle nosed dolphins) we saw in the Bahamas on that trip. I don't know why, but they are sort of scarce down there compared to Florida. I wonder if the Bahamians shoot them and eat them.

When we got to Basin Harbor, we anchored up in a pretty little hole behind a tiny, very high island. It was a different kind of place from the marls of Cave Key. Though there were some pretty good wet foot, flat woods with pigeons nesting in the bushes (never break the game laws of the Bahamas, which are simple; only real Bahamians can hunt), we became fascinated by the extensive bonefish flats between Basin Harbor Key and the back side of the big island of Abaco. It is hard to catch bonefish on a handline and we soon got tired of trying so we became fascinated with the sheer rock cliffs of the west side of the Key.

There, the water was twenty or so feet deep right up to the island and the rock of the base of the Key was riddled with big solution holes and big rocks which had broken off and formed a regular labyrinth all along the high cliffs. We swam all along there until we knew the topography as well as downtown. There were umpteen thousand snappers looking out of every hole and crevice and some of them were very large. Even the mangrove snappers were very big, but those big toothed cubera snappers were intimidating. They are a bad looking fish anyway, but those looking out of the holes up under Basin Harbor Key were something else.

I didn't like the way they examined us as we swam by. They looked like they were thinking about darting out and grabbing us by the hand with those terrible teeth and snatching us back into the hole. My wife, for once was stumped in the snapper catching business because, even though she could perch like a goat on the cliff face with her handline and entice one out of the hole with a busted out soldier crab (which are little land dwelling hermit crabs) or a little Sally lightfoot, once the fish was hooked, she couldn't keep him from swimming back under the rock and cutting her off. We ate some small barracudas (it's not good to eat big barracudas or snappers, they

are the ones that will nail you with the ciguatera poisoning) that we caught around the flats and a few errant snappers but mostly we lived on triggerfish and land crabs in that place.

After a while, a little breeze sprang up and we moseyed on down toward the south end of the bight. Wes wanted to sail around to the populated side so he could visit the boatbuilding metropolises on the outlying islands of Hope Town and Man of War, and the schoolteacher summer was evaporating from under us so we didn't stay anywhere else for any length of time.

I remember we stopped at the ruins at Norman Castle on the big island to see a fresh water well where there had been a lumber loading operation. The woods were small, second-growth Caribbean pine (*P. elioti* var. *densa*) with small cabbage palms and saw palmettos and had just been burned. Looked like home. There were a bunch of poor looking dogs messing around the place and we didn't need any water anyway so we moseyed on down the line to Joe Downer Key.

I would love to stay there for a long time. There was a long, long sand beach with open, shady woods of the invasive but attractive Causarina trees (which have displaced most of the native beach trees of damn near every tropical place in the world). Behind this sand beach, were the great marls of Abaco, certainly one of the wildest places I know of and one of the last places for the breeding of pitifully endangered great flamingos. I believe that if I could have stayed there wandering the vast expanse of the marls, I could have put myself in the mood so that I could have imagined that I saw Maturin's little skiff pulled up on the beach but we had to move on so we could see the tourist traps of the other side of the main island.

I forgot where else we visited in the bight but we never saw a sign of another soul. Finally we wound up at the nice little town of Sandy Point at the south tip of Abaco. We anchored on the shallow flats off the busy little harbor and rowed ashore in the skiff to buy a little drop or two of gas for the outboard (had been out of gas and so rowing for most of the trip, a standard business with us) and maybe three expensive cold bottles of beer. There was a low pressure area that hung around breezing it up for a few days so we hung around too. We found out that the reason the little harbor was so busy was that it was the time of the run of the "passing jacks", which were small scombrid fish which looked just about like the blue runners that are such fine big-fish-bait. Passing jacks are a good eating little fish and blue runners ("hardtails" around here) ain't half bad either.

Anyway, these folks were certainly working to get the most out of the run. They were using Abaco-built, plywood, outboard skiffs about 14' long and of an excellent model. They ran out around the end of the island into the deep water where the jacks were passing and handlined them into the boat like fury. When they had a good load, they hurried back to where the refrigeration was and dumped the load to be cleaned and frozen and took off to go back fishing, all very interesting. We tried to buy a few of the little jacks to see what they were like but the people would have none of it. They gave them to us, already cleaned. That's really an excellent little fish. I wonder where they go to be sold.

(To Be Concluded)



Trying to catch a snapper.



Off Cherokee, Abaco. Those rubrails are split black plastic pipe, nothing better.



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New England Beetle Cat Boat Association

The Beetle Cat Boat & The New England Beetle Cat Boat Association From NEBCA Yearbook 2000

The original Beetle Cat Boat was designed in 1920, and in 1921 it began to appear in New England on the south shores of Cape Cod, on Buzzard's Bay, on Narragansett Bay, at Nantucket Island, and on the Great South Bay of Long Island. Over 4,000 of these boats have been built to date.

The Beetle Cat Boat was designed and originally constructed by the Beetle family of Clark's Point, New Bedford, Massachusetts, boatwrights widely known for the Beetle Whaleboat, unexcelled in design and workmanship. They took their lines for the original Beetle Cat Boat from the old 20'-30' catboats that were being used for fishing in the shallow waters of Cape Cod. Earning a living in this area required a boat capable of withstanding rough waters, and able to cross over the sand bars that were such a menace, particularly at low tide. Catboats could overcome this difficulty because they had rudders that were slightly above the keel line of the boat, and centerboards which could be pulled up. The original Beetle Cat Boat is 12' 4" long, and is a design adaptation of the great Cape Cod cats.

The First Beetle: In 1920, the Beetles designed and built a small sailboat for one of the younger members of the family. This was the first Beetle Cat Boat. Outsiders, impressed with the performance of this boat in New England coastal waters and rivers, were quick to express interest in it. The result was that the Beetles turned to making catboats, adopting

some of the manufacturing techniques they had used in building whaleboats, thereby making the Beetle Cat comparatively inexpensive, within the reach of the average man. Now in 2000, the cost of a new Beetle Catboat (with sail) is \$15,500.

The First Fleets: In 1926 the first Beetle Cat (*Felix*) appeared on Narragansett Bay in Rhode Island. In 1927 the first Beetle came to Bass River, Cape Cod, and by 1930 there were enough Beetle Cats in this area to hold Friday races. In 1935 the Barrington, Rhode Island Beetle Cat Boat Racing Association was formed. Later, in 1939, this group merged with the fleet at Edgewood Rhode Island, to form the Narragansett Beetle Cat Racing Association which subsequently became the Narragansett Bay Beetle Association.

On Cape Cod, races were being held by individual clubs as well as in inter-club regattas. There was a strong feeling that the time was ripe to form a New England association for this growing class of boats. The first step toward this organization came when Commodore Charles F. Barber of the Barrington Yacht Club offered to be host club for the first New England championship races.

The NEBCBA is Formed: To assure the continuance of these championships, the New England Beetle Cat Boat Association was formed at New Bedford, Massachusetts in the spring of 1940, with the following yacht clubs becoming charter members: Angelica,

Mattapoisett, Barnstable, Bass River and New Bedford in Massachusetts; and Barrington and Edgewood in Rhode Island. In August, 1940, ten clubs were represented in the regatta sponsored by the newly-formed New England Beetle Cat Association.

Following World War II the years 1947 and 1948 marked a new renaissance for the Association, for under the guidance of Russell W. Field, Jr. Chairman (Barrington Yacht Club) and Arthur H. King, Sec. Treas., (Chapoquoit Yacht Club), the Association adopted new regulations and by-laws. By 1948 the Association had grown considerably, and these new by-laws re-defined the purpose of the organization. Great credit must be given to these two men for the Association has continued to operate under these regulations and by-laws save for a few minor changes. Most of the changes are the result of handling the expansion of the organization from fifteen clubs to today's thirty-four clubs.

The Concordia Company & Leo J. Telesmanick: A large part of the credit for the continued success of the Beetle Cat must go to one man, Leo J. Telesmanick. When The Concordia Company bought the Beetle Cat business in 1946, they received many more orders than they anticipated. They turned to the New Bedford boatbuilder Palmer Scott for help. Leo Telesmanick was working for Scott at the time and was put in charge of the building operations. In 1960 Palmer Scott retired and the entire operation, including Leo and his crew were transferred to Concordia, which set up a separate Beetle Cat operation on Smith Neck Road where the shop stands today.

Leo made a number of changes over the years to improve productivity and to assure uniformity of the hulls, and in 1973 the fastenings were changed from galvanized to bronze. Many of the patterns, and the basic mold that the boat is built on, were developed by Leo and are still used today. In 1969, Waldo Howland sold The Concordia Company, including the Beetle Cat Division, to William Pinney, Jr. who managed it until he sold it to Robert A. (Brodie) MacGregor in 1981.

In 1983 Leo Telesmanick retired as full time superintendent, although rumor has it that, even today, he walks down to the shop once in a while just to make sure everything is being done "correctly". In 1980, the annual NEBCBA Championship Races were renamed to honor of that great boatwright's name. In December 1993 the Beetle Cat division was sold to Charlie York. He now operates at the same location under the name Beetle, Inc.



ACTION AT THE LEO



A swarm of ferocious Beetles infested the 2000 Leo at Chapoquoit. Here they converge on the wing toward the leeward mark as if they considered it edible.



Carpe Navem scurries to the finish line in the second race, August 11, 2000.



Mighty Beetle cats plow toward the leeward mark while Mike Jackson of Chapoquoit heads for the windward mark in the second race of the Leo, 2000.



John York trails behind Tim Fallon in the second race of the Millenium Leo, 2000.



On the first morning the gusts of a rising breeze encouraged some reefing as shown, above, on the beat along the shore of Buzzards Bay north to the windward mark. The young turks, of course, never even considered it. One mere swamping and loss of a rudder couldn't hold a pintle to the heroic thrash the year before at Wild Harbor.



A perfect shallow water sailboat, the Dovekie is 21' long, 6' wide and weighs 600lbs. With her leeboards up, her 4" draft means she can be sailed or rowed in the shallowest of waters.



Typical North Channel scene, rocky islands sprinkled with pine trees, surrounded by crystal clear water.

The Shallow Water Sailor fleet beached on Crocker Island for lunch and a swim.



Pil-Pel Again One Boat's Magnum Opus Journey Reprinted from *The Shallow Water Sailor*

By Laura DeMass

After sailing for a week on our father's Shearwater, *True North*, during last year's Magnum Opus, my sister, Ellen, and I were really looking forward to the possibility of borrowing a Dovekie for this year's cruise. As the starting date of the cruise approached, my father, Nick, called to let me know that we would be able to borrow the *Turnstone* from Robert and Jane Clare of Glendale, Wisconsin. I could hardly contain my excitement!

The *Turnstone* was the original Dovekie our family had purchased in 1982, and now I would have the opportunity to sail it again with my sister. This cruise would be the first Dovekie experience for my children, Roby and Gabrielle. Nick and his wife, Gayle, would be joined on *True North* by my brother, Dave, for another big family-reunion cruise.

I was looking forward to the extra room afforded by having two boats this year, but also nervous for us to be cruising on our own this time.

Friday: Our excitement was running on high and sleep hadn't come easy to any of us the night before. We awoke early and prepared to go get the old girl. As Dave drove, I couldn't stop thinking about the trip to Massachusetts 18 years earlier. Dave was 15 and I was 12 when we got the Dovekie. I wondered what Gabrielle, age 6, and Roby, age 9, would think of her.

It was about 9:30am when we arrived at the home of Robert and Jane Clare. There she was, the black and white Dovekie we had named so many years ago the *Pilgrim Pelican* (referred to as *Pil-Pel*). My son summed up all my feelings in one word, "Cool". After making sure that we had all the equipment that we needed for the boat and agreeing to return her in the same condition, we returned to Dave's.

Saturday: Quote of the day: "I can't wait until we tie the boats together with strings, so we can hop on them and meet all the people." Gabrielle DeMass.

Nick and Gayle arrived shortly after 7am. We hitched up the boat and headed off for the North Channel. We convoyed through Wisconsin, the Upper Peninsula, and Ontario. The drive for the most part was uneventful. That is, until we got about an hour and half away from our destination, Spanish, Ontario. My transmission decided that it didn't want to go any further. Quickly Nick decided how best to handle the problem; he took Gabrielle, Gayle and the Shearwater and headed off to Spanish. Dave arranged for the car to be towed. Roby and I would wait with the boat until Nick came back to tow it with the truck. In the meantime, we unloaded the gear from the car and began to load the boat. Dave went with the tow truck driver.

After we finished arranging the gear, we still had a three-hour wait until Nick got back. Not having stopped for dinner, Roby and I pulled out the Coleman stove. We set up the

stove about 30' from the road and made easy mac and cheese. Sitting on our rolled sleeping bags and eating dinner Roby turned to me and said, "Mom those people driving by must think we are geeks."

It seems that most cruises I've been on have had either a pre-cruise or post-cruise adventure. I remembered some of the adventures I had when we first started going on these cruises, like stopping in a small town in Ohio, because high winds made towing the boat impossible and finding the Ohio Toy Factory. Perhaps Roby would have enjoyed a toy factory more than sitting by the side of the road!

Soon things got boring enough that I convinced Roby to take a nap. No sooner had Roby fallen asleep, then my father arrived. We hitched up the Dovekie and headed off to Spanish. It was 1am when we arrived. Roby was still asleep so I put him in the Shearwater. Ellen, who had arrived earlier from New York, showed me where the phone was. I called home to let my husband know about the car. I arranged for my father-in-law to take care of dealing with the mechanics. Ellen, Gabrielle, and I headed off to sleep in the Dovekie.

Sunday: It rained through most of the night, and we didn't sleep well. Awake at 7am, I walked around and took notice of the other boats there for the cruise. There was the *Blue Heron* (Shearwater) Dean and Mary, *Heron* (Dovekie) Richard, *Waterbed* (Dovekie) Leo and Sandy, *Sanity* (Bay Hen) Ken, *Zephyr* (Martha Jane) John and Patty, and *Time Enough* (MacGregor 26) Bob and Carol.

As the rain continued intermittently throughout the day, we began to prepare for launch. At this time we encountered the first problem of the day, the back canvas had a small tear in it. Not a big problem, we had the back porch for the cruise. A short time later the dodger followed suit, unfortunately this posed a bigger problem than the back canvas. Ellen had come prepared with a tarp, and Nick also loaned us a second tarp.

Problems out of the way, we rigged the sail and lifted the mast. It was the first time I had lifted the mast. I was surprised it took only three attempts. We launched the boat and waited for the weather to improve. We heard from others that some in the harbor were inquiring about the two teenagers with two kids in that little black boat. Since our teenage years are quite a thing of the past, we found this hysterically funny. Due to the rain and unpleasant wind conditions, we decided to remain in Spanish for the day. We rented a slip for the night and successfully rowed across the harbor. Having our first row with strong side-winds gave us a little confidence.

Monday: Quote of the day: "Where are the boat rats?" Leo Smith. The rain had stopped. We awoke around 8am and spent the morning waiting for the others to launch. Dave found a small snake and showed it to Mary and me. He took it over to Roby and let him show Sandy and Ellen, who I am sure, really appreciated that. Gabrielle and Roby played aboard the *Waterbed* for a part of the morning, where they received the nickname boat rats. Ellen and I found a rather large spider aboard and managed to fling it overboard, or so we thought. This spider will be a recurring character in our story!

The group decided to sail to the west end of Hotham Island, with a lunch stop at Harrison Point. We received a tow out of the harbor from Nick and into a cove to raise the mast. This is

where I found out it is much easier to lift the mast on solid ground. After several of our failed attempts, Dave swam over and raised it. Dave swam back to the *True North*, and Ellen and I double-reefed the sail.

With winds of 18-20 knots, we sailed towards Harrison Point. Sailing in a channel near Green Island, we began to experience trouble. We were unable to tack and the strong winds pushed us onto the rocks. *True North* turned around to offer us aid, and Dave swam over to avoid having their boat end up in the same predicament. We had cracked some fiberglass and scratched the leeboard, and the high winds had us very nervous.



Pil-Pel double reefed in 18-20 knot westerly winds heading towards Hotham Island.

Dave reached us and we pulled the boat into a cove with a landline. With Dave aboard we tried one more time and ended up in the exact same predicament as before. Feeling defeated, and wondering if we had bitten off more than we could chew, we ate lunch. Dave, Gabrielle and Roby boarded the *True North* and we received a tow to Harrison Point from her. We were relieved to learn from the rest of the group that they all found it difficult sailing through the channel.

From there, we managed to sail down MacBean Channel around the west end of Hotham Island without incident. That is, until we had entered into a cove, where we had to once again accept a tow. Tacking up a very narrow channel with two reefs was a little more than our skipper, Ellen, could handle with only a summer of sailing lessons under her belt.

We rafted up with *True North* and *Time Enough* and waited for the others. Gabrielle spotted a bear on the far shore, but it disappeared into the woods before anyone could get their cameras. After eating dinner with Nick, Gayle, and Dave, we rowed away to find an anchorage for the night. We chose to anchor off away from shore, to make sure we wouldn't have any bears visiting us in the night.

Tuesday: Quote of the day: "You are being watched." Carol Mosely. We rafted up with *True North* for breakfast and to plan the day's sail. Dave went snorkeling and found the proverbial needle in the haystack, a small wooden cleat we had lost from the gallows the night before.

We enjoyed a wonderful sail around the north and east sides of Hotham and back into MacBean Channel. We even led the pack for

a short time. This was, in part, due to the fact that we had left first, and that one Shearwater chose a long route to enjoy the scenery. We enjoyed it nevertheless, that is until we lost the wind. Ellen decided to try sculling and was making decent progress, especially after a lesson from Nick. In fact, *True North* borrowed the other oar to see how well they could "row". When it began to look like rain, we gave up and accepted a tow. We joined the group again in a cove just outside on Fox Island, just around the corner from Fox Harbor.

The first priority was to find a place to anchor and waterproof the boat. After doing that, we swam to the rocks and walked over to the *True North*. The kids played on the granite and in the water. Beginning to feel hungry we made our way back across the granite, towards our boat. Carol informed us that a gray fox was watching us. We got in the water quickly and made our way to the boat. We had dinner and got settled for the night. Dave swam over and secured the second tarp around us, to ensure that we would stay dry over night. It was still early, so we played cards with the kids for awhile. When Ellen checked the weather out the back porch, she found that we still had the spider aboard. We decided to name her Charlotte, and we hoped she would be mosquito-control since the plastic tarps weren't going to do the job.



Gabrielle and Roby during "quiet time" onboard *Pil-Pel*, rare for them. Most of the time ashore they'd be swimming, rock climbing, or finding interesting creatures both in and out of the water.

Wednesday: Quote of the day: "You can bug us anytime." John Gerty. In the morning we rowed over and rafted with *True North*. We gathered with the rest of the group on the rocks and visited for several hours. Enjoying the sun, the good company, and the beauty of the surroundings, the group was slow to decide the day's agenda. About noon, we set plans to sail past the Benjamin Islands to the southwest side of Crocker Island.

The winds were strong, so we decided to double reef again. Even with the strong winds, the sail went smoothly. We found the group in a crowded cove and rafted up with the *Sanity*. The *Blue Heron* suggested the adjacent cove, since it was empty. Once there the group rafted up, the moment Gabrielle had been waiting all week for, a big raft-up! *Time Enough* decided to stay in the first cove and row their dinghy over to visit. Carol boarded, and Bob took the kids for a tour of the cove in the dinghy. Shortly after Bob had returned, it began to rain. Bob and Carol returned to their boat. Ellen and I battened down the hatches and waited the storm out. At this point, it had rained every day since we entered Canada. This rain, fortunately, passed quickly.

I decided that this would be a good time to bring out the surprise that Dave and I had



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brought to share with the group. Traditionally, everyone brings something to share with the group, during a raft up. These are usually snack items such as cheeses, vegetables, and wines. We had something a little more unusual in mind. Dave, Roby and I had kept it a secret from the others, and we had piqued Ellen's curiosity. We brought chocolate covered bugs and buttons for those who ate them, to see how many of us were true adventurers. To my surprise, everyone tried at least one. The buttons read, "I Ate a Bug Club." This is when John gave us the Quote of the Day.

Thursday: Quote of the day: "They are under auxiliary power, the nine year old is rowing." Unknown. We awoke early and looked out to find that our friend, Charlotte, was still with us, although the mosquito bites on our legs told us she wasn't doing her job. We decided to wade over to land and explore a little. We climbed high enough to get a good look at both coves. Gabrielle and Roby had noticed that there were cairns all around the cove. Cairns are the rock art that are common in this area of Ontario. I guess they are the equivalent of sandcastles for people who don't have sand. I decided to climb down to the water and retrieve some rocks to make our own. Ellen and the kids designed it. It was nice to leave our mark somewhere.

Returning to the boat we prepared to set sail. The group decided to sail to a beach on the other side of the island for a lunch stop. Again we began the day's sail with good winds only to lose them early. A couple miles away from our lunch stop we lost our wind. I decided to row the rest of the way. Ellen secured a line to Gabrielle and we let the kids play in the water as I rowed. Gabrielle came loose from the line, so we brought the kids back. Roby asked if he could try to row. He rowed for about a quarter mile. The *Sanity* doubled back to offer us a tow. I looked to Ellen to decide whether she wanted to receive a tow. I was grateful when she had declined the offer. I felt that we had accepted too many tows already. We were there without a motor because I had wanted to go in true Dovekie fashion.

We were the third boat to get to the lunch stop. We cooked the rest of the hot dogs we had and offered to provide lunch for those who hadn't eaten already. Carol lit a fire in a pit that was already there. We spent a few hours there enjoying everyone's company. John took a group picture of everyone.



The Magnum opus 2000 sailors on Crocker Island after the swim.

Finally, the time came to set sail for our night destination. The wind was back and we sailed toward Louisa Island. I looked back and noticed that there was rain on the way. During the first shower, the wind got a little stronger. We were willing to get wet if it meant getting

some decent sailing wind. When the rain passed, so did the wind, and the next shower did not come with any breeze. With no sign this would improve, we accepted a tow from *True North* to avoid becoming waterlogged.

We set anchor and I waded over to *True North* to see if we could get any reception with Nick's cell phone. I took my time, dreading the phone call I had to make back home. Once there I called my father-in-law to find out the status of my car. My dread was unnecessary, the car was fixed! I walked back in the rain, and we attached the large tarp around the boat. We had supper and played cards for the rest of the evening. Ellen set her alarm for 2:30 so we could awake to try and see the aurora borealis. She woke me up shortly after the alarm. I had finally got the opportunity to see it. I awoke Roby and tried to wake Gabrielle with no luck. After that, it was difficult to get any sleep since the wind direction had changed and we were rocking in the swells.

Friday: We rafted to *True North* in the morning, and decided to take a tow into Little Current. The winds and weather were good, but we needed to get there early. We had to drive to Espanola to retrieve my car and over to Spanish to retrieve the trailers and Nick's truck. Once arriving in Little Current, we rented a slip for the night. Dave went into town to find what he needed to repair the boat. Nick, Ellen, and I set off to Espanola. Gayle took the kids for a walk into town. Nick and I finally returned to *Little Current* about 5:30pm to find Dave busy at work repairing the boat. The group had all arrived and made plans to go out for fish and chips.

Saturday: Quote of the day: "The week seemed too short." Dave Scheuer. We pulled the boats out of the water, and said goodbye to Ellen around 9am. We set about preparing the boats for the trip back. We hit the road around 11am, all a little sad to be leaving. The rest of the group would surely have another fun week as they made their way back to Spanish in the second week of the cruise. We were sad that we could not join them.



Pil-Pel's crew, Laura with Roby and Gabrielle, and Ellen.

(Laura DeMass is a member of the Shallow Water Sailors. Each summer the SWS make a two-week "Magnum Opus" cruise. These cruises were started 20 years ago by boatbuilder Peter Duff, of Edey and Duff, Ltd., Mattapoisett, Mass. Laura writes of her family's first shallow water boat, the *Pilgrim Pelican*, which was a Dovekie built by Peter.)

For more information about the *Shallow Water Sailor*, write to Kenneth G. Murphy, 20931 Lochaven Ct., Gaithersburg, MD 20882 or online go to <http://www.trailersailor.com/sws/>

My Platt Monfort designed Blivit-13 has sailed! It was six months from the day I began the strongback to when I finally got the boat into the water. Before I started the project I was estimating about three to four months, but other things got in the way (like family vacations, holidays, etc.). Still, I spent most evenings doing something on the project, even if it was for only 15 minutes. After six months of dabbling (with several weekends of concentrated effort), I ended up with a great little boat!

I launched at Creve Coeur Lake, Missouri, at about 10am in moderate breezes, maybe 10mph, with gusts to 15mph. The first thing I noticed is how stable the boat was compared to my Thistle. Even in some pretty strong puffs the Blivit (christened *Nicky's Patience* for obvious reasons) behaved herself. She recovered easily and accelerated quickly. My eight year old son, Matthew, who is not totally comfortable with sailing probably due to the psychic damage I did to him when I took him out in the Thistle a few times and scared him silly, was not bothered by the slight heel. In fact, he handled the main sheet for me and seemed to have a great time. He noted our wake at one point and said, "this sailboat is as fast as a motorboat!" Maybe an overstatement, but I understand the sentiment.

The sail is one of Platt's Tyvek specials. I was not sure that it was going to set well given that it was made by me (a complete novice at sail-making,) in a few hours on my living room floor from some Tyvek, tape, rope, and grommets. The whole idea of making homemade sails for twenty bucks seemed ludicrous since I know that a new suit of sails for my Thistle can easily go for \$1,000 or more. But it worked. The sail filled out beautifully in the wind and took on a very nice aerodynamic shape with the built-in 2" draft. Platt's instructions were also right that when I am pinching into the wind (as I tend to do) the sails warn me by rattling loudly. I will invest in a set of tell-tales but the rattle is probably just as good an indicator of air flow. I also made the jib.

Some of the decisions I made about the boat while I was constructing it include the following:

I decided to make the sides of the strongback with lauan instead of cardboard. It's cheap, easy to cut, and much easier to find than good thick corrugated cardboard.

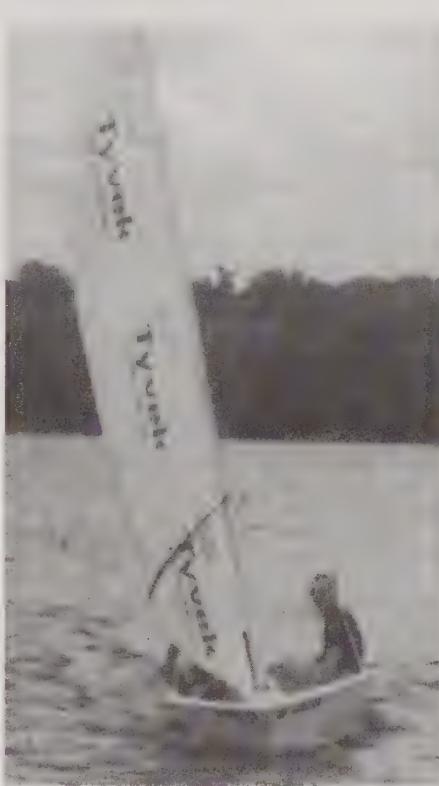
I chose lauan also for the stations for the same reasons as above.

There being no good clear spruce anywhere in St. Louis, I chose 1" Douglas fir for the 14' members. My saw (a cheap table saw) had a hard time ripping the fir and some of the pieces were a challenge to bend and shape. Other than that, it seemed to work fine. Probably added a few additional pounds to the boat. I used short pieces of spruce for everything else. By the way, I had no luck scarfing short pieces together to make longer pieces. I just couldn't get a tight fit. After two weeks of messing around with the spruce, I bought the Douglas fir.

The 1/4" "marine grade" plywood I bought did not look good. Lots of Dutchmen, grain flaws, etc. If I were to do this project again, I would probably order a couple of nice sheets of occoume and pay the extra money. Since people in land-locked St. Louis generally don't build boats in their garages, there's not much of a ready supply.

My Blivit Has Sailed! Building & Launching (1999)

By Ron Johnson



The Blivit positively loves 10-15mph winds. I've had it out in gusts up to 20-25mph and it has behaved exceptionally because it is so quick to de-power (my Thistle can't depower fast enough and is always at risk of capsizing in those conditions). My wife and son both agree that the Blivit is more family friendly because it is so stable.

I couldn't find any 1/8" plywood for the fore part of the hull, so I used the 1/4" I had on hand. I had to soften it up with some cloth soaked in hot water (being careful not to get the water on any surfaces I had to glue right away), then used every clamp I owned (about 19) to twist it into position. It wasn't too difficult to do the first one, but the second one took some real creative clamping to hold it in place. I made sure I used plenty of epoxy so there would be no chance of voids since I couldn't be sure I was getting it completely tight. In the end, it all worked out fine. Both sides seem to be mirror images of each other.

The Kevlar went on easily once I remembered how to make twine. It might have been useful to have had instructions on how to twist each strand, then how to counter-twist them together. So my first Kevlar rope was a little fuzzy and limp and I wasn't totally happy. Then I remembered something I'd read as a kid on how to make your own rope and the second one came out smooth and tight. However, both Kevlar ropes seem to be doing their jobs.

I read the instructions several times on how to cover the boat with Dacron and this is

one point in the instructions when I wished there weren't so many options. All I wanted to know was the way to put the Dacron on the boat. In the end, after much worrying, I decided to cover just the sides (not the bottom) with a double layer of Dacron. One of my brothers-in-law helped me for a couple of days and we did a pretty nice job of it. Except for the corners (which I was afraid to heat up too much, so therefore they never lay down properly) the shrinking went well. If I had it to do over again I would make sure there are no defects in the face of the stem (mine had a chip in it and when the Dacron shrank the chip showed up as a weird depression) and I wouldn't be so afraid of over-shrinking the Dacron at the corners.

One problem: I noticed a couple of the Kevlar "diamonds" went a little limp after the Dacron was shrunk. Obviously the frame of the boat had compressed under the load. Most of the Kevlar, however, is still tight enough to "sing" when I pluck the strands. Maybe I can rig up some kind of tensioner for the limp ones. I don't know.

I chose to seal the entire boat in epoxy. The plus is that it should be well preserved for a long time. The minus is that the paint I used doesn't stick as well as I would like. Where the gunwales rubbed against my car top rack the paint tended to rub off. I haven't noticed the problem anywhere else yet. Pretty minor problem.

I went with the DM1 mast instead of a homemade job. I was having serious problems finding affordable aluminum tubing. The DM1 arrived via UPS in two pieces that I pop riveted together to make the 18' length. Total cost: \$180 with shipping. Well worth it, in my opinion.

I used home insulation Styrofoam for the seats and I chose to make the seats solid for simplicity. It seems to work fine, except that during the first time out one of the seats got kicked during hiking out and a chunk came out. I may choose to sheath them in lauan in the future. Adds a couple of pounds but should preserve the looks.

I used Pittsburgh Paint Urethane Modified Enamel Floor and Deck paint for the entire boat, including the Dacron. I fear that I did not put enough on the Dacron in the first application because it was hot and muggy that weekend and the paint was almost like jelly after a short time on the brush. It did not flow as well as I would have liked, so I am not sure that I sealed both layers of Dacron.

I now have a total of four coats of paint on the Dacron and some of the weave texture is still visible (along with a lot of brush strokes and drips). Frankly, I think I did a lousy job applying the finish and I will probably re-finish it this winter. (However, the boat, including the painted Dacron, did not leak!) First we must sail it.

I decided to use the daggerboard instead of the centerboard idea. Now that I have sailed the Blivit, I'm glad I made that choice. The open space for the feet and knees makes moving around during a tack a lot easier than doing the same maneuver on my Thistle. The centerboard would have made things a little tight.

I was not able to find materials that fit together appropriately to make homemade pintles and gudgeons. Try as I might, the eye screws weren't the right size for the tubing which wasn't the right size for the rod, etc.

After several weeks of shopping around for \$5 worth of hardware, I went to the local sailing shop and bought a set of the real stuff (Dwyer Aluminum). They cost me \$40 but, again, it was worth it.

I used a galvanized U-bolt for the bail at the end of the boom instead of the specified brass rod (I don't have soldering equipment) or stainless steel rod (which I couldn't find at my local hardware stores and I'm not so sure I could have bent properly anyway because I don't own a vise). I taped the ends of the thread with duct tape so the nuts can't work themselves off, and I wrapped that end of the U-bolt with some duct tape to eliminate chafing on the outhaul rope.

Wherever 3/4" marine grade plywood was specified, I laminated my 1/4" stock to do the job. I did not want the extra expense, nor did I see myself ever having a use for the scraps. I also decided to use 1/4" ply for the cheeks on the rudder. Seems to work fine.

I didn't keep a written record of everything so some of my estimate of expenses is purely from memory:

Kit: \$185 (with plans and Jiffy Sail plans)
Plywood \$100 (two sheets)
14' Douglas fir \$55 (Two 1"x8" pieces)
Misc. spruce \$30 (includes strongback)
Luan \$30 (two sheets)
West System epoxy \$35
Nails, screws, etc. \$20
Styrofoam insulation \$10 (seats)
Floor and porch paint \$30
Blocks \$50
Cleats \$12
Rope \$85
Anchor \$15
Wire and eyes \$20
Tyvek \$90 (full roll)
Fiberglass double sided tape \$16 (two rolls)
Grommets \$6 (includes tool kit)
DM1 mast \$180 (includes shipping.)
Pintles and gudgeons \$40 (Dwyer)
Approximate total: \$1013

The first time I totalled it up, wow! It's a good thing the expenses were spread out over several months. It didn't seem this high when I was building it. I think I'll keep this part of the project to myself.

I had a great interesting frustrating humbling time building this boat. My woodworking skills improved dramatically as well as my confidence with complicated projects. At the same time, I did several steps more than once because I didn't get them right the first time(s). I came up with an improvement to the old woodworker's mantra "measure twice, cut once". "Read thrice, measure twice, cut once." Had I learned this early on it would have saved me much time and frustration. As far as the building instructions are concerned. I thought they were remarkably complete. There were a couple of items in the plans that seemed to be misprints and had me scratching my head, but I hesitate to criticize. A little common sense seemed to solve most of the problems.

First Race!

For its first race we assigned the Blivit an "89" handicap number, slightly lower than a Laser ("91"). When the boat was side by side with the Lasers, it seemed to pace them, so the handicap is probably close to correct. On

the other hand, I sailed extremely poorly due to my inexperience and due to the yarn tell-tale at the top of the mast getting tangled seconds before the first race began. For the next several hours I had a hard time telling exactly where the wind, light and variable to begin with, was coming from. When there was a nice puff, the boat picked itself up and made up a lot of lost ground very quickly. Nevertheless, my finishes were poor. I'll be replacing the yarn tell-tale with a store-bought wind direction finder.

I raced with the jib up and it really enhanced the performance. I had the rail in the water several times, always under control, as I took it to the limit on close reaches. It behaved beautifully. The position of the jib leads still needs to be fine-tuned because now the boat tends to have lee helm instead of weather helm. In order for me to use the jib when sailing solo, I set up two cleats on the rails directly opposite the blocks mounted on the rails. It worked well and did not put me at risk of being overpowered, since I played the mainsheet constantly. It made for very busy and exciting sailing. I think this boat will plane. With enough wind and some coordination of the sails, I'm pretty sure I can do it.

I noticed one disconcerting tendency; the shrouds get more and more slack as the day wears on. I can't tell if it is because the Dacron sails have stretched (maybe due to the heat) or because my knots are slipping, (even though, to be safe, I secure the ends to the eye at the end of the wire shroud to eliminate the possibility of a sudden failure of the rolling hitch knot while under load). Maybe the head stay is stretching or maybe it is slackening as the rope digs deeper into the jam cleat under load. Or maybe I wasn't careful about the tightness of the head stay after I raised the jib. All of this is fixable by tightening the head stay, I guess. I didn't think of that solution until afterwards.

On a very positive note, my wife sailed with me for the first time in a year. She found the boat more comfortable (less tippy) than the Thistle and she even started to get the hang of the tiller. She said she would like to learn to sail the Blivit and she even wants to race with me in the future...a major turnaround in her attitude toward sailing!

Racing On

I next raced the Blivit against a field of 9 other boats including 3 Thistles, 3 Lasers, a Y-flyer, and a few other assorted boats. I came in fourth overall behind two Thistles and one Laser, and if you use times corrected for handicap, I may have finished second behind the Laser. I found the Blivit to be more than a match for the Laser downwind with the jib and main set wing and wing and the daggerboard pulled up. If I am on the same tack, I can hold my own upwind also. I lost out to the Laser by choosing a port tack when he chose a starboard tack and I got caught in a calm area while he had plenty of wind.

I have fitted a longer daggerboard. It seems to go to windward just as well as some of the performance racers. I added a real wind indicator to the top of the mast and it has helped tremendously in finding the right angle to sail. I also added a couple of tell tales to the jib, but I set them a little too far back and couldn't really see them around the mast while sailing.

The only failure in this race was that some

of the duct tape on the mainsail let go, probably due to the 90 degree heat, and the carpet tape wrapping I used at the top of the jib to hold it to the leading edge rope also let go and made the jib flappy. I might have beaten the Laser if the jib had held. Should be easy to fix.

The New Season (2000)

I have been sailing the Blivit again in races this year with my wife and my now nine year old son. This is a major advance. My wife had been reticent about getting involved in sailing ever since I scared the wits out of her with the Thistle.

I have noticed that the boat exhibits a pronounced lee helm when the jib is up. I have tried re-setting the leads and it has helped somewhat but the constant tiller correction is definitely slowing me down.

Talking with my fellow sailor friends has led me to think I can correct the problem by cutting a slightly bigger mainsail (I figure I have about 6" to spare the end of the wishbone boom, so I can increase the main area behind the daggerboard considerably) or I can cut down the jib so it is not so powerful. I suppose it is possible to move the mast backward a few inches to get the same effect, though I'm not sure if I will still have to recut the jib since the angle of the leading edge will change.

The boat is a lot slower with my wife and my son onboard. With just me in the boat, the total weight (boat and crew) is about 250lbs. With my wife and son along, the total weight is at least 450lbs. It pushes a lot of water when we are all together. There is no chance I can get it up on a plane when I have passengers.

The boat is still getting lots of attention.

More Racing Yet

It was race day again and I got a chance to try putting more rake in the mast to balance the helm. It worked. The rake is pretty pronounced now, but I no longer have a problem with lee helm. As a matter of fact, there were a couple of times that I let go of the tiller and the boat continued nice and straight. I love easy fixes.

I finally tore the Tyvek mainsail at the outhaul and had to patch it using Tyvek backed with carpet tape. What happened is the temperatures were in the mid-to-high 90s and the winds were 15-20mph, so the duct tape darts that reach from the leech to about 2-1/2" into the sail pulled away from the Tyvek and no longer reinforced the area where the outhaul ties on. The Tyvek tore in front of the grommets. (The reinforced leech where the carpet tape is folded into the sail held just fine.) Worse yet, the duct tape left a sticky skid mark on the sails that the carpet tape can't hold on to. I'm going to use several Tyvek darts backed with carpet tape to relieve some of the strain on the duct tape. It should work out fine.

Raking the mast requires that the jib leads had to be changed again. It looked like the best position was a few inches off the floor. When I held the leads down in that position the jib set beautifully and was very quiet.

When my wife was at the tiller for the first time! we didn't place very well. We couldn't finish the first race at all (I'm thankful we didn't capsize on the first leg) but we beat a Flying Junior in the second race, which tickled her to no end. She is excited about doing it again in a couple of weeks

In the third race of the day I sailed solo and placed reasonably well, though I did not do well on the way to the windward mark. More practice needed. On the downwind leg, however, I was side-by-side with an overtaking Thistle just as a 20mph puff hit us both. We both had unintentional jibes and I saw him scramble to keep his boat upright. The Blivit, on the other hand, began planing and pulling away from the Thistle. What a thrill! Of course, the wind died down a bit and the Thistle pulled away easily, but for a few seconds I probably had the fastest boat on the lake. Maybe I should make a point of only sailing it on very windy days when I know I can get it up on a plane.

I trailered the Blivit on top of my Thistle for a trip around the midwest. From St. Louis we went to Minnetonka, Minnesota, where I had the opportunity to sail the Blivit on Lake Minnetonka. Winds were gusty and we had to watch out for powerboat wakes, but the Blivit handled it just fine. I was able to give a non-sailor the opportunity to handle the sheets and tiller. His only comment after we were done was that he wouldn't mind spending the next several days sailing like that. Unfortunately, we had to leave for Michigan the next day.

Then again, maybe it was fortunate. I finally got my chance to sail on one of the Great Lakes. I grew up on the shores of Green Bay (the thumb of Lake Michigan) but I never set foot in a sailboat while I lived there. I didn't know anyone who owned a sailboat (my father was a sometime commercial fisherman and to him and his friends the lake was a place to earn your living, not a place to entertain yourself). So I set up the Blivit on my brother's beach and despite very gusty conditions was able to go out for some small rides. Almost too much wind. I had a heck of a time getting the thing to come about when I was in it by myself.

On the second day, the whole family (both brothers, their kids, wives, and my mother) spent the better part of the day on the beach taking boat rides. By then, after a couple of days of good brisk wind, the waves were really rolling. Waves on Green Bay don't get a big as the waves on Lake Michigan, but they can easily get to three and four feet and very close together. The Blivit rode them like a cork in a bathtub. Since the little lake that I sail in St. Louis is only 350 acres, hardly more than big mud puddle, this business of riding swells felt pretty wild. Winds were steady at 15 to 25 and the little boat made some great tracks. My younger brother is a powerboater and after his experience Saturday, he went to town and bought a used (very used) fiberglass sailing dinghy for \$600. The Blivit has converted a non-sailor to a sailor.

All in all, the Blivit handled large wakes, gusty winds, substantial rollers, and a 1300 mile round trip on the back of the Thistle (which never came off the trailer due to a lack of time and experienced crew). The Tyvek sail held together (the repairs held well).

We had to sail off a very shallow beach in Michigan where you could walk out 100 yards before getting to water over your knees, then run into another sandbar only a few inches deep. We launched (threw ourselves into the Blivit) when we got to about 18" of water, had the crew hold the daggerboard partway down, then sailed out of the shallows by pulling up the daggerboard as much as necessary to clear the sandbars. I was surprised at how little side-

ways movement we had when the daggerboard was nearly all the way up. After we were done sailing in the deeper water we would run to the shore by constantly pulling the daggerboard up a little at a time until we were right there by the beach.

This boat made this one of the best vacations I have ever had.

A Summer of Racing

I ended up sailing with my family all summer. My wife, Nicky, and my son, Matthew, have been with me every race day. They have been getting a little more bold with each outing, and eventually they each took their turns sailing the Blivit by controlling both the main sheet and tiller at the same time. I believe they are now ready to solo, though I doubt they think so. Because we have been sailing as a threesome, the poor little Blivit hasn't had much of a chance to show her stuff. We have placed badly in nearly every race (although one day, if it hadn't been for a bad decision on my part on the last leg of the first race, we might have come in third out of a field of about ten mixed boats. Instead we finished second to last.)

That we have placed badly mostly due to my wife and my son learning the ropes by making a thousand mistakes (they can be forgiven if it takes them one summer as I thrashed around for three years before I finished my first race) and due to the added weight of all of us in the boat. One day after the races were over, I took the boat out myself and put her through her paces. I had it screaming around the lake. It think the boat had a good time, too.

When the season is done I will have to make some repairs. It is getting pretty scuffed up from being piggybacked upside down on the back of my Thistle. The paint has been rubbed off the floor in some spots, and I've got numerous nicks and chips that will need to be filled and painted.

More serious, however, is that I have cracked some of the joints on the port rail, evidently from the strain of the port shroud. I think I know when it happened; when I was in Michigan and sailing with my brother on Lake Michigan in 25mph winds riding up and down three foot swells, I heard a distinctive "pop", though I couldn't find the problem at the time. Today, under strain, I saw a couple of the glue joints open up just a little bit. It appears the wood cracked, not the epoxy. I don't think it will crack any further, however. The Kevlar roving is holding it firmly. I may repair two of the joints by wrapping them in Kevlar and soaking them with epoxy. The other joint, one of the spacers in the rail, can be cut out and replaced. I think the weight of the skipper and crew (about 350lbs) was just too much in those conditions.

I will also have to find a way to secure the styrofoam seats. The glue holds just fine, but given the rough handling that this boat has seen, the surface of the styrofoam tends to break away. I have been holding it down, for now, with duct tape. I need to figure out a more permanent solution.

I was sailing in Ohio over Labor Day weekend (yes, my Blivit is really getting around) and I was hailed by a passing Thistle, "Aren't you supposed to be nailed to a house somewhere?" referring to my Tyvek sails. Good one.

I had the good fortune of having the boat

videotaped and when I saw the playback I recognized at once that the only thing my Tyvek sails needed was a couple more battens (the leech was flapping badly), so I whipped up a couple of 24" Tyvek pockets and wooden battens. I spaced them at about 36" intervals between the outhaul grommets and the upper batten in the roach, then I sealed them into the sail permanently. Out on the lake the sail set nicely and the flapping was reduced by about 90%. The upper portion, above the upper batten, still flaps a bit, so I may put a short batten up there, too. Now if I could figure out how to make the leach of the jib stop flapping...

It's been a great summer. My son is working toward his certificate from the Creve Coeur Sailing Association by skippering ten races in the Blivit. My wife, the one who had no interest in sailing until she started racing the in the Blivit, is thinking of buying a Mirror Dinghy for herself. And me? I can see the day when all three of us will go racing in our respective boats, and I will be the one screaming around the lake in a boat made of scrap wood, fabric, and Tyvek.

In Retrospect

It never fails that when I set up this boat I get gawkers who ask a million questions. What's it made of? You did this yourself? The sails are Tyvek? Disbelief turns to wonder in a few minutes. The wonder intensifies when they see it keep pace with factory built job on most points of sail. Everyone knows me from my Tyvek sails (and many have told me they can't go past a housing development without noting that the houses are being wrapped in sail material).

My best finish this season was third and I ranked sixth overall (out of maybe 10 or 12 boats). The previous year I did not rank at all. The Blivit has made me more competitive for two reasons: It is a fast boat fully capable of matching or beating Lasers in head-to-head races and it has given me more sailing time and thus more practice because it can be sailed solo when my crew does not show up.

I probably could have done a little better if my jib had not continually come loose from the rope running through its leading edge. It would let loose usually at the head and get saggy during the middle of a race. Finally fixed it with some extra darts and wrapping of Tyvek backed with carpet tape to secure the whole affair. I have had no problems since doing the fix.

I am still experimenting with positioning the jib leads. Right now they are in line with the front edge of the daggerboard and when fully extended, hang inside the rail about 8". I have mounted cleats on the opposite rail so that when I am alone I can secure the jib sheet while playing the main. While the jib is a powerful sail, it does not seem to threaten to overpower the boat in heavy wind (my Thistle, on the other hand, can capsize if the jib is not released quickly in a heavy gust).

The boat does not do as well in extremely light winds (5mph or less), probably because it has no weight to carry it along between puffs and because it over-reacts to every weight shift by the crew; but it positively loves 10-15mph winds. I've had it out in gusts up to 20-25 mph and it has behaved exceptionally because it is so quick to de-power (my Thistle can't depower fast enough and is always at risk of capsizing in those conditions). In fact, the Blivit led the fleet for about 3/4 of one race

The Blivet 13

Imagine yourself experimenting with this rig! Try a high performance windsurfer sail or build a cheapy Tyvek "Jiffy Sail". This 60lb planing hull will take off like a scalded cat.

The main idea of this rig is versatility and simplicity. The mast is stepped in a loose socket, like a universal joint, to facilitate adjustability. The shrouds and headstay are Dacron line, easy to set up and eliminating all fittings and hardware.

The hard chine plywood bottom is fairly simple to build, with the exception of the forefoot, which takes a mighty twist for the superfine entry. The frames and gunwales consist of a lot of bits and pieces, all straightforward and easy to build.

The highly flared topsides with the reverse sheer make it a very dry boat with a lot of reserve stability. A roomy cockpit will handle four medium size people comfortably.

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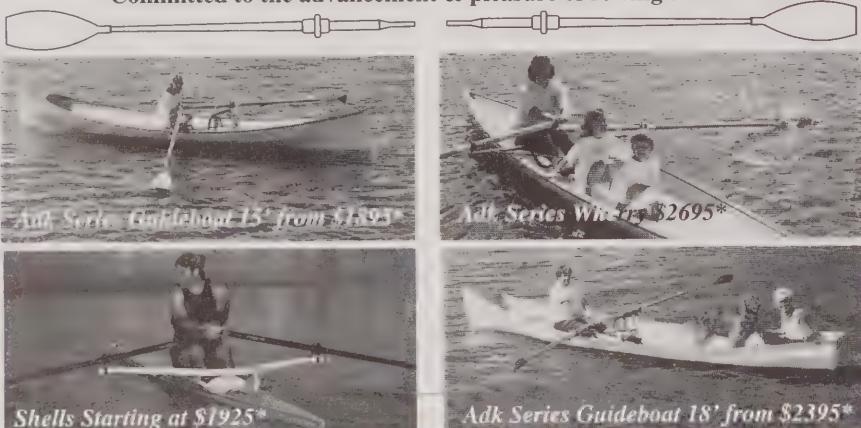
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because three of the fastest boats, two Thistles and a Laser, capsized in a freak burst of wind at the starting line. My Blivit rode out the burst with no problem and when the gust subsided I sheeted in and took off.

I know this boat was designed to be launched from a dock but I have been sailing off of a sandy beach with no problems. The kickup rudder allows me to completely set up in about 2" of water; then I give it a good shove just as I jump in and quickly set the daggerboard when I get to about 2-1/2" of water. Landing the boat has been no problem either because I raise the rudder while still in several feet of water and raise the daggerboard by degrees until very close to shore; then pull it up completely. The rudder, even fully up, gives enough control to run the boat close to shore before jamming the tiller over to one side and sliding sideways to the beach. Pretty nifty and no one gets wet!

It's funny how simple solutions to vexing problems seem to appear without effort after a good night's sleep. Since rake of the mast on the Blivit is infinitely adjustable, all I have to do is find the rake that will put enough of the mainsail behind the daggerboard to balance the jib. To simplify setting up the mast I had put a knotted loop in each shroud end so I could just slip it onto a brass clasp that I tied to the rail. No more fiddling with lengthening one side and tightening the other to get the mast to stand up straight. But my loops are not allowing enough rake, evidently. I realized this after I thought about a comment that one of my fellow sailors made about how to point a windsurfer by tilting the mast.

I popped another joint on the rail, this time on the starboard side. Again, the roving held everything together just fine. The conditions were the same as the first time I popped a joint, payload between 360lbs and 390lbs, strong gusty winds over 20mph, and a moment when all of our weight rushed to one rail to balance a wind blast. All that popped this time was a spacer. The twisting force must have been enormous.

My son and I sailed the last race ourselves (my wife was a little put off by the gusts and decided to sit the last one out) and even though Matt (who was handling the main sheet and the tiller) was sailing too close to the wind and pinching, we kept up with the rest of the pack. In a downwind drag race with a Flying Junior we blew his doors off even though we began the leg several seconds behind. I've considered rigging up a spinnaker to really make it fly.

I believe the Blivit is most competitive when the captain/crew combined weight is about 150-200lbs. That pretty much rules out two adults. But two kids, or one adult and a child, or one adult alone, is perfect for balancing the heeling force without burdening the boat. It tends to plow water when my wife joins us (I try not to point it out because weight can be a touchy subject. She assumes she's the one who's too heavy). Matt only weighs about 60lbs and he just can't hold the boat down on his own without depowering the main.

It was by far the best sailing season I have had because I had my family out there sailing with me. At the awards ceremony, the mike was passed around to all of the attendees so they could say something about their season. I said I sailed the Blivit, the homebuilt with the Tyvek sails, which garnered the only applause for any boat mentioned that evening.

Modeling *Tzu Hang* Goddess Of Mercy

Mark Steele Tells of
Canadian Ken Lockley's
RC Model



The ketch *Tzu Hang* (*Goddess of Mercy*) was highlighted by the travels of ocean voyagers, Miles and Beryl Smeeton, and was registered in Vancouver, British Columbia for 25 years. She was the first crewed yacht under 50' to double Cape Horn westabout, the first Canadian yacht under 50' to use both the Suez and Panama canals, voyaging 100,000 miles

with the Smeetons. Designed by A.R. Rouse in 1936 for a Captain Dennis Swinbourne, and built in Hong Kong, she was bought in 1950 by the Smeetons, thereby starting a 20 year period of cruising around the world, adventures well documented in five of their books.

But what of the fine looking RC model built by Ken Lockley, who describes his effort as an 80/20 scale sailer, the 20% representing her motoring ability. Ken built the hull of 3mm plywood frames, lightweight spruce stringers, and planked with two layers of five sixteenths by one sixteenth red cedar, a small amount of maple used for cleats and blocks. All fittings are of hand-tooled brass.

A four channel Futaba Skysport RC transmitter, and a Futaba S125 sail arm winch are used, and the model has been fitted with a cast-off electric motor, and a high tech speed controller. A 7.2 volt Nicad battery pack is fitted, and the sails have been cut from 3/4oz spinnaker nylon.

Well known in yachting circles as a world cruising yacht, *Tzu Hang* was bought by a Jeff Hart, whose need for money would start a new venture for the vessel as a drug runner. After it had made several successful drug cargo runs from South America to Chesapeake Bay, the US Coast Guard net eventually closed in on Hart and the famous ketch. *Tzu Hang* was boarded in the US Virgin Islands, Jeff Hart turned state evidence and lost the boat, whereupon she was towed by US authorities to a graveyard for impounded vessels in the harbor at San Juan, Puerto Rico.

There *Tzu Hang* would later take on water and sink, when a tropical cyclone hit San Juan. Plans for her salvage by a local marine operator never materialised, and she

was later pulled ashore where a D8 Caterpillar reduced the boat to rubble. On a rainy day in Puerto Rico, the crushed wreckage was trucked to the city dump overlooking San Juan harbor, thereby ending 55 years of a glorious and famous ocean going yacht.

Plans for this model are available, and can be purchased from Ken Lockley, 4114 Cedar Hill Rd., Victoria BC, V8N 3C4, Canada.



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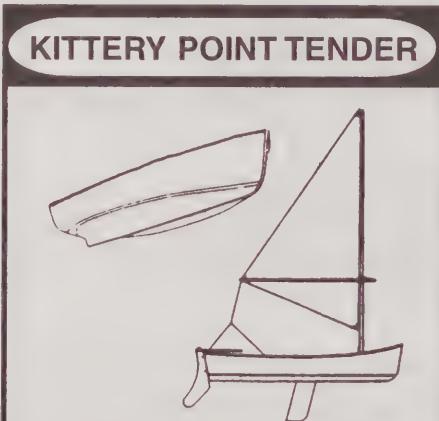
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Bolger on Design

This big speedboat's wish list included use on San Francisco Bay without great constrictions due to sea conditions. That is, she had to be usable in very rough water, including good behavior at near-displacement speed when it's too rough to go fast with any pleasure. She's an early example of what we now call the Shivaree model, which we wrote about in the May 15, 1999 issue of *MAIB*. The photos with that article showed how this shape, with the turn of the bilge faired up into the flare of the bow in full curves, sets up lines of flow in both air and water that carry the bow spray low and close alongside without any need for chine or spray rails.

No boat is dry running slowly in a chop and a strong beam wind, but these hulls are

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better than most simply because the bow shape makes less spray in the first place. These hulls also bank reliably on the sharpest high-speed turns. They refute the dogma that only hard-chine hulls are efficient at high planing speeds.

The idea that round bottom hulls were

better up to a certain speed, and hard-chine hulls better at higher speed, started with some tank tests done seventy or eighty years ago. It's astonishing that hardly anybody has challenged these tests, which passed into the taken-for-granted category, although they were ludicrously unscientific. They did not even define their terms: Does a 1" radius make a boat round-bilge? If not, how much more does so? It did not seem to occur to the testers that the models had other differences than the bilge shape. In fact, it would have been easy to produce exactly the opposite result with some quite small alterations of the models. The matter has too many facets to lend itself to the quick and easy answers the testers were looking for, true of a very high proportion of textbook doctrine.

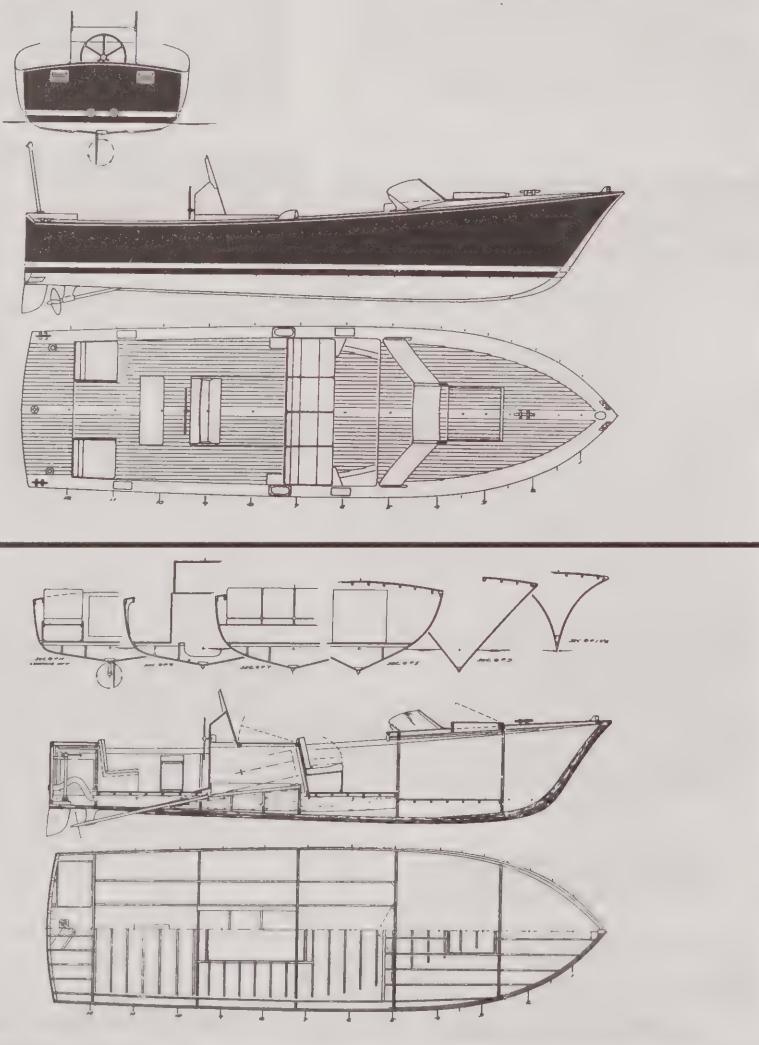
A minor weakness of high-speed hulls with soft round bilges is that they become less stable as they run faster. Deep-vee hulls with no concavity in their sections do the same; it's part of the price of a comparatively soft ride (not very soft, the suspension travel is not there to smooth out the ride of any boat short of a hydrofoil. We have seen eleven gravities registered in a 23-degree deep-vee). The dynamic instability is countered in deep-vee boats by their planing strakes. In this one it's done with well-spaced trim tabs at the stern, leaving the bottom smoothly faired for least spray-making.

The intended power options were V-8 gasoline engines from 200hp to 300hp, for speeds upwards of 40 knots, but she was intended to plane cleanly at 15, and not to drag her tail inelegantly down to idling speed in no-wake zones. The simple mid-engine layout contributed to this last at some sacrifice of top speed, and, absent a big skeg out of keeping with the performance, a total sacrifice of prop protection.

There was no cost limit on the boat (we had an impression that the more it cost, the better!). Construction was cold-molded, with veneer faking laid decks and genuine laid soles. The layout allowed seating for as many as six people, plus the standing helmsman with a good view over all the heads and over the bow; this last an improvement over the classic runabout helms with which the driver tended to perch on the back of his seat in order to see over the bow.

A Lake Tahoe builder started this boat and had the jig set up for molding, after which we heard no more about her and believe that she was not finished. We suspect that somebody pointed out to the owner that it said in the textbook that round-bilge hulls were inefficient at high speeds....

Plans of our Design #488 are available for \$150 to build one boat, from: Phil Bolger & Friends, P.O.Box 1209, Gloucester, MA 01930.



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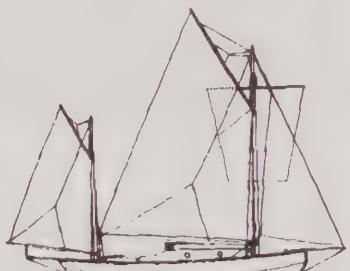
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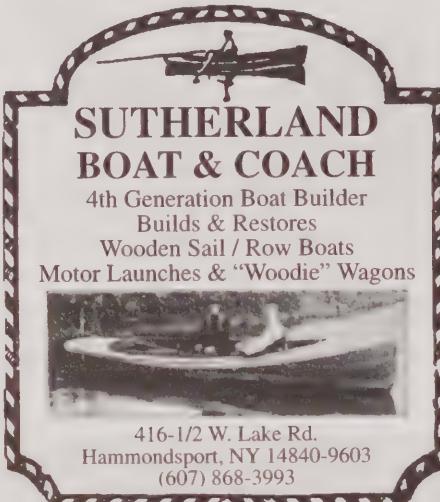


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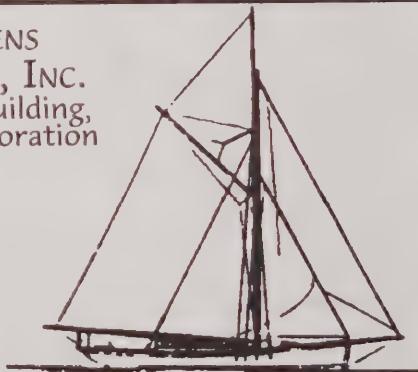


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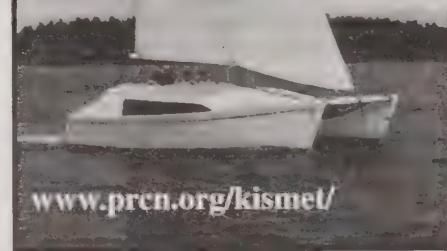
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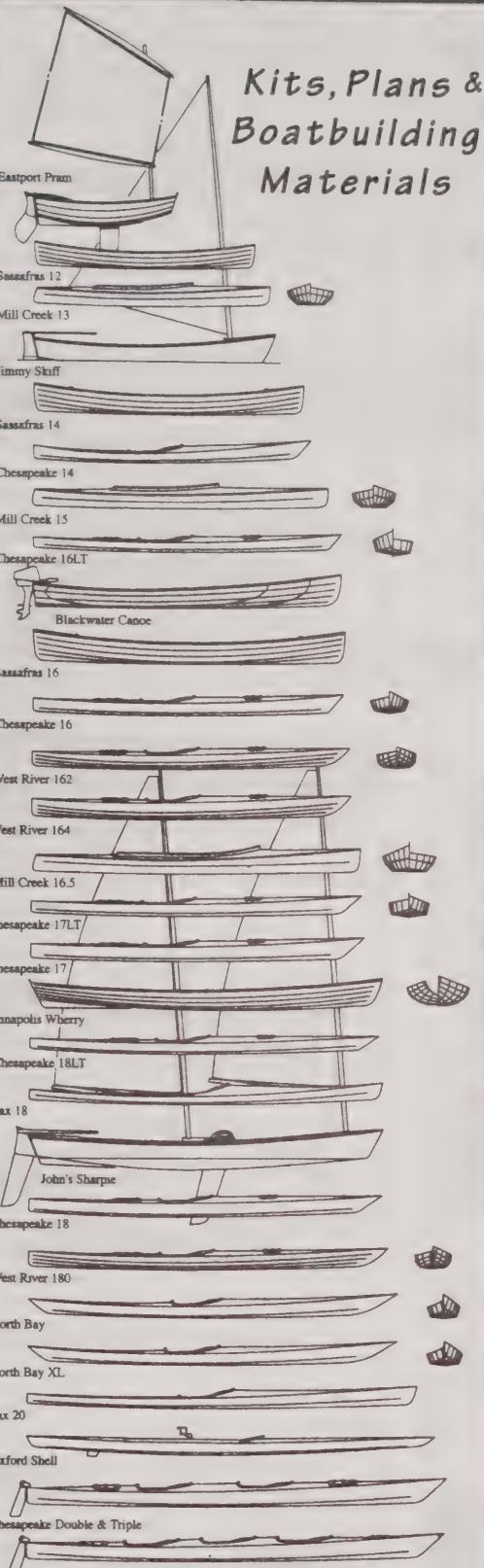
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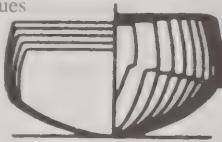
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WoodenBoat, 107 issues, 44, 82-151, 99, missing issue 93. \$325. **Small Boat Journal**, 62 issues, Pilot Issue 3/79, Vol 1, issues 5,6,9, 10, 11; Vol 2, issues 1 & 2; Issues 16-71, missing issues 24 & 28. \$175. **Nautical Quarterly**, 31 issues, 1-18, 20-24, 29-36. \$125. **Boat Builder**, 78 issues, consecutive from 4/87 through 12/99. \$200. **Great Lakes Sailor**, 56 issues, Premier through final issue, Aug 92, missing March, April & Sept 90 issues. \$95.
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